



SIXTH ANNUAL TOUR
THROUGH

CALIFORNIA AND THE PACIFIC NORTHWEST.

May 2 to July 12, 1889.

W. RAYMOND,

I. A. WHITCOMB,

296 WASHINGTON STREET (OPPOSITE SCHOOL STREET), BOSTON, MASS.

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SEASON OF 1889.

SIXTH ANNUAL TOUR
ACROSS THE CONTINENT
AND THROUGH THE
PACIFIC NORTHWEST,

WITH VISITS TO

Colorado, New Mexico, Arizona, California, the Mt. Shasta Region, Oregon, Washington Territory, the Picturesque
Columbia River, Puget Sound, British Columbia, Idaho, Montana, Dakota, Minnesota, and

THE YELLOWSTONE NATIONAL PARK.

A Journey from California to Oregon on the newly opened Mount Shasta All-Rail Line.

The Return Journey over the Northern Pacific Railroad, inclusive of its recently opened Cascade
Division, passing through the Romantic Mountain Section of Washington Territory.

A magnificent train of Vestibuled Pullman Palace Cars, including Pullman Palace Dining-Cars.

A GRAND EXCURSION OF 72 DAYS FOR ONLY \$545.00.

THE PARTY TO LEAVE BOSTON THURSDAY, MAY 2, AND TO RETURN FRIDAY, JULY 12, 1889.

Incidental Excursion to the Yosemite Valley and the Big Tree Groves.

W. RAYMOND,

I. A. WHITCOMB,

296 Washington Street, opposite School Street, Boston, Mass.



COLORADO, CALIFORNIA,
THE PACIFIC NORTHWEST,
— AND THE —
Yellowstone National Park.

MAY 2 TO JULY 12, 1889.

OUR annual spring excursion across the continent and through the wonderfully picturesque regions of the Pacific Northwest, which has been exceedingly popular during the past five years, will present added features of excellence in connection with the sixth annual tour. The completion of the new overland line between California and Oregon not only renders that section of the journey easier, but brings one of the most remarkable scenic regions of America into the regular round. A visit to Nature's Wonderland, the Yellowstone National Park, has been incorporated in the tour for two years past with satisfactory results. The return journey lies over the entire length of the Northern Pacific Railroad from Portland and Tacoma to St. Paul, inclusive of its recently completed Cascade Division. Both the Colorado and California sections of the tour have been made much more comprehensive than in

previous years. Not only the Veta Pass and Toltec Gorge will be visited, but also Manitou Springs, the Garden of the Gods, and the Royal Gorge, which forms a part of the Grand Cañon of the Arkansas. In California, Riverside and Santa Barbara were last year added to the long list of attractive places already in the itinerary, which included Pasadena, Los Angeles, San Francisco, Monterey, and Santa Cruz. This year the scope of the tour is still further widened by adding San Diego and San Rafael, two charming resorts. The Golden State will be traversed quite thoroughly from the Mexico line to Oregon, the railway journeys within her borders aggregating upwards of 1,900 miles. Our northward travels on the Pacific Coast extend from San Diego to Victoria, a distance of nearly 1,750 miles by the most direct route. The outward trip lies over some of the great southern transcontinental lines, including the Atchison, Topeka & Santa Fe system and a portion of the Denver & Rio Grande line. Colorado, New Mexico, Arizona, and Southern California will be inspected in the outward journey, the same as in connection with the other spring excursion to California, the itineraries being nearly identical to and through California. Oregon, Washington Territory, the Puget Sound country, and the great Territories lying along the line of the Northern Pacific Railroad, as well as Colorado and California, abound in grand scenery. An examination of a map of the United States, with the adjacent British possessions on the Pacific Coast, will give the best idea of the wide extent and comprehensiveness of this grand pleasure tour. There are many side trips in Colorado, New Mexico, California, Oregon, and the Puget Sound country, which are fully set forth in subsequent pages. There is ample time for a visit to the Yosemite valley and Big Tree Groves, and for any other little trips that may be desired on personal account to points not included in the regular itinerary, which, however, includes all the places of leading importance in California.

A feature of special attractiveness will be the luxurious accommodations for travel. The outward journey will be made in a magnificent train of vestibuled Pullman palace cars, with a Pullman palace dining-car included. On the side trips in Colorado over the Denver & Rio Grande Railway, a train of narrow-gauge Pullman sleeping-cars will be substituted for the vestibuled train, which will be kept in waiting until the return of the party from its visit to some of the wonderful scenic points on that line. In the various journeys through California and the Pacific Northwest, Pullman palace cars will invariably be used except in some of the short trips taken wholly in daylight. On the homeward route, *via* the Northern Pacific Railroad, all travel will be in an elegant train of Pullman palace cars, with a dining-car attached. Our vestibuled Pullman train is the most elegant ever seen in America — comprising not only magnificently furnished sleeping-cars, but a Pullman palace dining-car, a bathroom, barber's shop, library, and other novel appointments. The dining-car will be under the supervision of an official from the Commissary Department of the Pullman Company, and three meals will be served therein daily. The vestibuled train is the latest development of the Pullman palace car, and combines many comforts and luxuries hitherto unattainable in railway traveling. The adoption of a dining-car service across the continent is a feature of special importance to the passenger, whose meals are thus assured at regular hours, in spite of enforced delays or any other untoward circumstance.

A full and comprehensive description of this new and improved element of railway appointment will be found in a special circular entitled "Our Vestibuled Train." The party will be under the charge of competent conductors, who will devote their entire time and attention to the welfare and comfort of the passengers, and who will superintend all traveling arrangements. Hotel accommodations will be arranged in advance, baggage will at all times be cared for, and in other particulars the members of the

party will be relieved of many petty cares and annoyances inseparable from ordinary travel. Thus the traveler will be left to the fullest enjoyment of the journey, while appointed agents attend to the task of arranging its details.

The Outward Journey.

The journey from Boston to San Francisco will be described very briefly, inasmuch as a more detailed description may be found in the pamphlet circular relating to our annual California excursion, to which we would refer persons desiring fuller particulars than are here given. The route westward as far as Pueblo is precisely the same, and, in fact, the two parties will travel together to that point. In addition to the Colorado resorts visited by the California party in its outward trip, the Pacific Northwest excursionists will include Manitou Springs (with a ride through the Garden of the Gods) and the picturesque Royal Gorge. After the side trips to the Veta Pass and the Toltec Gorge, the westward journey to and through California will be carried out upon essentially the same programme, the same places being visited, but on different dates. The same route is followed as far as Sacramento, which is the point of departure for Oregon.

Leaving Boston by the Fitchburg and Hoosac Tunnel line at 8.30 A. M. Thursday, May 2, the party will proceed westward over that line to Rotterdam Junction, N. Y., and thence *via* the West Shore Railroad to Buffalo and Suspension Bridge. From the latter point the train continues over the Great Western Division of the Grand Trunk Railway to Port Huron, Mich., the Chicago & Grand Trunk Railway from Port Huron to Blue Island Junction, Ill., and the Chicago, Rock Island & Pacific Railway from the latter place to Kansas City. The train will reach Kansas City Saturday afternoon, and we shall remain there over Sunday, making our headquarters at the Coates House and the new Midland Hotel until our departure westward Monday morning.

Kansas.

From this point through Kansas and into Colorado, and later on through New Mexico, we travel over the Atchison, Topeka & Santa Fe Railroad. This portion of the trip will be full of interest. The rich farming region of Eastern Kansas, in early May made especially attractive, will be passed through by daylight. On the succeeding day the travelers will find themselves on the great grazing plains of Western Kansas and Eastern Colorado. After leaving the Missouri River, the route lies for a considerable distance along the Kansas or Kaw River, and later, up the valley of the more important stream, the Arkansas River. The State of Kansas is traversed for 486 miles—from Kansas City to the Colorado line—far enough to afford the traveler a pretty thorough inspection of this section of the “great plains.”

Colorado and the Rocky Mountains.

At La Junta we diverge from the main line of the Atchison, Topeka & Santa Fe Railroad for a detour amid some of the great scenic wonders of the Rocky Mountains. We proceed first to South Pueblo over a branch of the Santa Fe line, and from thence over the Denver & Rio Grande Railway to several of the grandest scenic points in the Rocky Mountains. Our stay at Pueblo will be long enough for the party to see something of this busy and progressive young city.

Manitou Springs.

We shall first journey from Pueblo forty-five miles northward to Colorado Springs, and then over a short branch line to Manitou Springs, a charming retreat at the base of the Rocky Mountains and almost beneath the shadow of Pike's Peak, which towers to the height of 14,134 feet above the sea, or 7,837 feet above the picturesque little

hamlet where we are to remain until Wednesday afternoon. During our stay at Manitou Springs we shall be guests of the Cliff and Barker Houses. Both hotels are in proximity to the springs and the large bath establishment. There will be a carriage ride to the Garden of the Gods and other points of interest in and around Manitou Springs Tuesday afternoon or Wednesday morning.

The Royal Gorge.

Leaving Manitou Springs Wednesday, we shall proceed to Pueblo, where the train will remain until the following morning, so that the farther journey to the famed Royal Gorge may be made wholly by daylight. Thursday morning we leave Pueblo, and proceed over the main line of the Denver & Rio Grande Railway through the narrow valley of the Arkansas River. At Florence, thirty-three miles from Pueblo, we are in the centre of the Colorado petroleum district, and above this place are extensive coal deposits. Cañon City (fifty-one miles) is a large and growing town. The State Penitentiary is near the railroad track, on the right, and just beyond are several fine soda springs. The cañon begins just above this point, and for ten miles the scenery is of the wildest and grandest description. Mountains of rock running up almost perpendicularly nearly half a mile in height, and terminating in dizzy pinnacles, seem ready to fall upon the adventurous traveler. The train winds along the course of the narrowing stream, and its onward progress seems barred in a hundred places by huge cliffs. The Arkansas, crowded to narrower limits, brawlingly disputes the right of way with the iron steed; and at one place the latter finds foothold only on a hanging bridge, the supports of which are thrown across to the opposite wall of the abyss. Every feature of the scenery is on a stupendous scale.

The Veta Pass.

Returning from the Royal Gorge to Pueblo, we start southward on the Silverton line, going as far as Cuchara Junction, fifty miles from Pueblo, in our broad-gauge cars. At this point we shall be compelled to take a narrow-gauge Pullman train, in order to visit the Veta Pass and Toltec Gorge.

The Veta Pass, which divides the Sangre de Cristo and Culebra ranges, has an altitude of 9,393 feet, and the ascent is so abrupt that the railway reaches a grade of 237 feet to a mile; while the curvature at the famous "Mule Shoe" is thirty degrees in 100 feet. The view on the eastern side of the pass is magnificent, both on account of its extent and its varied features. At the foot of the long valley are the beautiful Spanish peaks (12,790 and 13,718 feet high), while the plains stretch far beyond to the horizon. West of the pass is the broad San Luis Park; and north of the road is seen the stately masses of the Sierra Blanca, the loftiest peak of which towers to the height of 14,483 feet—the highest elevation of the Rocky Mountain chain in the United States.

The Toltec Gorge.

Friday will be devoted chiefly to the Toltec Gorge. Here the railway is built along a narrow shelf, 1,000 feet above Los Pinos Creek, while the mountain peaks tower on either side. The scenery is grand and awe-inspiring, though differing in character essentially from that in the Royal Gorge, where the beholder is at the bottom of a great rift instead of far up its steep. Returning, the Veta Pass will be crossed by daylight, and at Cuchara Junction we resume our places in our vestibuled train of standard-gauge Pullmans, from which we shall be absent only one night. At El Moro we enter again upon the main line of the Atchison, Topeka & Santa Fe Railroad.

New Mexico.

Crossing the Raton Pass above Trinidad, at an elevation of 7,688 feet, we enter the Territory of New Mexico. Near Raton, which lies at the southern foot of the mountains, are extensive coal mines, and the vast region south of these is occupied chiefly for grazing. Great numbers of cattle, sheep, and horses are seen on these plains. Las Vegas will be reached in the morning at an early hour, and Las Vegas Hot Springs a little later. The greater part of the day will be spent at this charming retreat, the train leaving in the afternoon, so as to cross the Glorieta Pass (7,537 feet elevation) by daylight. From Lamy Junction we proceed to Santa Fe, arriving there early in the evening. Sunday will be passed in the ancient capital of New Mexico, the party making its headquarters in the cars. Santa Fe is a mixture of the ancient and the modern—the old Spanish-Mexican element still predominating, yet tempered by much Yankee push and enterprise. The governor of the Territory lives in a palace—a one-story structure of *adobe*—where his Spanish predecessors held court 250 years ago. There are many objects of interest in the city, among which should be noted the Plaza, the old *adobe* palace already mentioned (in one part of which may be found the Museum of the Historical Society), the ancient San Miguel Church, the “old house” (supposed to be a relic of a prehistoric town), San Miguel College (from the cupola of which a fine view is had), the Cathedral, the Academy of our Lady of Light, the Bishop’s Garden, St. Vincent Asylum, and old Fort Marcy. Many quaint scenes of semi-Mexican and Indian life are presented in the streets. The Ramona Indian school is at Santa Fe.

We resume our southward journey early Monday morning, proceeding in that direction as far as the thriving and bustling city of Albuquerque. At this point we enter upon the Atlantic & Pacific Railroad, a continuation of the Santa Fe system. At

Isleta and Laguna there are populous native *pueblos*. The railroad runs directly through the latter town, and many of the terraced dwellings are seen near the track.

Arizona.

About 180 miles west of Albuquerque, after having crossed the Continental divide at an elevation of about 7,200 feet, we pass across the Territorial line into Arizona. Our route lies just north of the central part of the Territory, and through several of its important towns. Some of the finest scenery is also encompassed in this part of the ride, the Cañon Diabolo and the beautiful San Francisco Mountains being seen in the first day's journey. The railroad passes within a few miles of the base of these mountains at Flagstaff. Other picturesque peaks are seen in this vicinity and west of Flagstaff. In this same section are some of the mysterious cave and cliff dwellings. The deepest and most wonderful part of the Grand Cañon of the Colorado is about sixty-five miles north of Flagstaff. In the western part of Arizona we pass through several important mining districts. Tuesday night we shall cross the Colorado River at The Needles, and enter the State of California.

Southern California.

At first the scenery is not very inviting, as our route lies for a considerable distance across the Mojave Desert. From Barstow we proceed over the California Southern Railroad, crossing the San Bernadino range at the Cajon Pass. The scenery in the vicinity of the pass is very fine, the highest summits of the range being in proximity. The transition from the desert to a garden—from desolation to plenty—is complete. After the mountain wall is passed, the traveler finds himself in the rich orange belt of California, which lies upon the southern slopes and in the valleys beyond. The

first town of importance is San Bernadino, and then succeed a long list of charming valley retreats until Pasadena, the most populous and prettiest place of all east of Los Angeles, is reached. We remain at Pasadena from Wednesday noon until Saturday morning, making our headquarters at The Painter; and on Thursday there will be a carriage ride to The Raymond Hill, Sierra Madre Villa, and to various points of interest in and about Pasadena.

Leaving Pasadena Saturday morning by an east-bound train on the California Central Railroad, we shall visit Riverside, and inspect that charming town in the course of a carriage ride, after which lunch will be furnished at The Glenwood. A journey over the California Southern Railroad will follow, San Diego and the magnificent Hotel del Coronado, on Coronado Beach, being reached in the evening. We shall pass Sunday, Monday, and Tuesday at this famous resort, and on Wednesday morning return northward, this time over the new Coast Division of the California Central Railroad, which leads direct to Los Angeles.

On arriving in Los Angeles the party will be transferred to the Hotel Nadeau, where it will remain until Friday morning. Thus ample time will be afforded for a generous survey of the metropolis of Southern California.

Friday morning, the party will take the Southern Pacific Company's train for Santa Barbara, where The Arlington will be made a sojourning place from Friday afternoon until Tuesday morning. There will be a carriage ride in the course of the stay here, with visits to many places of interest in and around the famous old watering-place.

The Yosemite valley parties will be sent forward from Santa Barbara, the dates of departure being made as far as possible to meet individual preferences. The pleasure and comfort of the Yosemite excursionists are enhanced by dividing the party into small sections.

On leaving Santa Barbara, we shall return to Saugus (a point on the Southern Pacific Company's main line near Newhall), and then turn northward towards San Francisco. The route lies across the Mojave Desert, through the eastern section of which we passed on first entering California. On the northern side of the desert the road passes over a high mountain spur in a series of complex and bewildering curves, once actually crossing its own line. This place is known as the Tehachapi "Loop." The "Loop" is 3,795 feet in length, and there is a difference of seventy-eight feet in the grade at "No. 9 Tunnel," through which the north-bound train finds its way directly beneath its former track. Berenda, 304 miles north of Los Angeles and 178 miles from San Francisco, is the point of departure from the main line for the Big Tree Groves and the Yosemite valley, a branch railway running thence to Raymond — twenty-two miles.

San Francisco.

On their arrival in San Francisco the visitors will be conveyed from the ferry landing to the Palace Hotel in the coaches of the United Carriage Company. The Palace Hotel will serve as the headquarters of the party from the time of the arrival (May 29, if the regular itinerary be followed and the Yosemite valley excursion omitted) until the time for leaving for Portland, Or., Wednesday, June 12, except during the visits to San Rafael, Monterey, and Santa Cruz. Persons who go to the Yosemite valley can take the time from this period, or, if preferred, individuals can spend a longer time in Southern California. In all cases unused hotel coupons will be redeemed by the conductor in charge of the party, or at our offices in the East. A carriage ride will be provided in San Francisco, including a visit to Golden Gate Park and the Cliff House, with a return over the Point Lobos road, which overlooks the Presidio, the bay, and the Golden Gate. There

are opportunities for many little excursions from San Francisco at trifling cost, or the time may be profitably employed in inspecting the interesting sights of the city itself.

The Palace Hotel in itself is one of the wonders of San Francisco. It is the largest hotel in the world, and at the same time one of the most elegant and costly edifices. The grand central court is a noble inclosure, 144 by 84 feet, seven stories high, and roofed with glass. The rooms are very spacious, and all of them are handsomely furnished. The lower story has a height of over twenty-seven feet, and the topmost sixteen. The immense structure, with the furniture and carpets, cost the enormous sum of \$6,500,000. The house is under the admirable management of Mr. C. H. Livingston.

The "cable roads" of San Francisco form a cheap, expeditious, and exceedingly pleasant means of locomotion. Several new and important lines have been added within two or three years past, and in connection therewith "dummy" cars carry passengers to the Ocean Beach, the Cliff House, etc. The Chinese quarter always possesses an interest for strangers. Some 30,000 Mongolians are here crowded together; and the visitor, who may traverse the whole section without hearing a word of English spoken, readily imagines himself to be in a populous part of China, instead of in a new American city. The inhabitants carry on all sorts of avocations in their own peculiar ways; and their dress, customs, worship, and amusements are also characteristic of their native land. San Francisco is one of the most cosmopolitan cities on the face of the globe, and in its busy avenues and marts of trade one sees the world in miniature.

The public buildings of San Francisco can be visited as inclination may lead. The new City Hall is on Market street, opposite Eighth street; the large Mechanics' Pavilion, opposite the City Hall on Market street; the branch United States Mint, at the corner of Mission and Fifth streets; the Post Office and Custom House, at the corner of Washington and Battery streets; the Merchants' Exchange Building, on

California street; the San Francisco Stock Exchange, No. 327 Pine street; the old City Hall, corner of Kearney and Washington streets; the new and handsome headquarters of the California Pioneers' Association, on Fourth street, near Market street; Odd Fellows' Hall, corner of Market and Seventh streets; Masonic Temple, corner Post and Montgomery streets; the Young Men's Christian Association rooms, 232 Sutter street; San Francisco Art Association, 430 Pine street; California State Mining Bureau, 212 Sutter street; the Free Library (40,000 volumes), Bush street, above Kearney street; Mechanics' Institute (library of 35,000 volumes), 31 Post street; and Academy of Sciences (library of 5,000 volumes), southwest corner California and Dupont streets. There are many fine churches and school buildings. There are places of worship for all sects, including several Chinese "joss houses." The old Mission Dolores is at the corner of Dolores and Sixteenth streets. The markets form a distinctive and interesting feature, and deserve the attention of the stranger. The remarkable drill of the Fire Patrol may be witnessed every day at 12.00 M., at a building in Jessie street, near the Palace Hotel. This branch of the fire service is in command of Captain Russell White, an old Boston fireman.

San Rafael.

Monday, June 3, the party will leave the Palace Hotel and proceed to San Rafael, taking the Tiburon ferry across the bay from the foot of Market street, and the cars of the San Francisco & North Pacific Railroad at Tiburon, six miles from the city. San Rafael is a delightful retreat at the foot of Mount Tamalpais, only fifteen miles from San Francisco. The Hotel Rafael, which will be our sojourning-place through Tuesday, is a new and elegant hotel which was opened in June last.

Santa Cruz and Monterey.

An excursion to Santa Cruz and Monterey will occupy the greater part of a week. The party will leave San Rafael after lunch on Wednesday, returning to San Francisco, and then taking the Southern Pacific Company's narrow-gauge line to Santa Cruz (by ferry from the foot of Market street to Alameda, and rail from there). This road leads through a picturesque section, the latter part of the route being through the wild cañons of the Santa Cruz Mountains and a group of "Big Trees." After inspecting the charms of Santa Cruz, the party will proceed over the Southern Pacific Company's broad-gauge line to Monterey, where we shall pass several days at the new and magnificent Hotel del Monte. This house, with its great parks and gardens, is one of the most beautiful resorts in the world. Nature and art have combined to make it attractive, and money has been expended without stint to supply every possible need in the way of comfort and luxury. The new hotel is much larger than the old, and in every way elegant and attractive. The beach, with its great bathing-establishment, is only a short distance from the hotel. Pacific Grove, Moss Beach, Cypress Point, Pebble Beach, and the old town will be visited in the course of an eighteen-miles carriage ride. Mr. Georg Schönewald, to whose experienced management the Hotel del Monte owes its popularity, is still at the head of affairs.

From San Francisco to Portland.

The journey from California to Oregon will be made on the Southern Pacific Company's newly opened Mount Shasta line, which was completed for its entire length Dec. 17, 1887. This is an all-rail route which extends through the Sacramento valley, over the Siskiyou Mountains, and down through the Rogue, Umpqua, and Willamette

valleys of Oregon. Leaving San Francisco by the Oakland ferry Wednesday, June 12, the party will proceed to Oakland Pier, where a train of Pullman palace cars will be in waiting. Sacramento will be reached about 6.30 P. M., and there will be a halt of several hours in that handsome city. A short distance west of Sacramento the Oregon road branches northward from the Ogden line, passing up the rich and productive Sacramento valley for its entire length. For over 100 miles the valley has a wide expanse, and the railway goes through Marysville, Chico, Tehama, Red Bluff, Redding, and other large towns. The early morning of Thursday finds us in the picturesque valley of the upper Sacramento and approaching noble Mount Shasta. Frequent glimpses are had of the snow-white peak long before we reach Sisson's, but from that point the massive mountain is revealed in all its grand proportions. The elevation of the road at this point is only 3,555 feet; and the mountain, which is eight miles distant, towers to the height of 14,442 feet. Its slopes are covered with everlasting snows far down from its shapely summit; and, as it stands out almost solitary and alone, its height and massiveness are all the more impressive. There are, in fact, three peaks, the central one being flanked on the west by a large crater whose rim is at an elevation of about 12,000 feet. Strawberry valley, from whence we behold this glorious picture, is a charming bit of landscape in itself, and the paradise of the fisherman and hunter. As we continue our journey over into Shasta valley, we gain fresh and even more expansive views of the noble mountain from lower levels. There are scattered volcanic mounds on the north side, and not far away is another extinct volcano of huge proportions known as Goose Nest (8,500 feet high). Among the other elevations in this section are Muir's Peak, or Black Butte (6,150 feet), the Scott Mountains (9,000 feet), the Siskiyou range (from 6,000 to 8,000 feet), and, farther away, Mount Pitt (9,500 feet). The railway strikes across to the Siskiyou range, first

descending to and crossing the Klamath River, the second largest stream in California. Not far north of the Klamath we cross the line into Oregon, and soon after dive into the Siskiyou Tunnel, losing sight of the great California mountain. On the north side of the range we emerge into the charming valley of the Rogue River, a region of rich farms. Farther north is the valley of the Umpqua River, and from thence we cross to the valley of the Willamette, which we descend for nearly 200 miles to Portland. This valley, with its vast grain fields and its teeming farms, is almost a repetition of the valley of the Sacramento. The mountain views are superb. The Three Sisters are seen from the upper part of the valley. As we near Portland some of the great northern peaks are in view—Jefferson (9,020 feet), Adams (9,570 feet), St. Helens (9,750 feet), Hood (11,025 feet), and perhaps far-away Tacoma (14,444 feet). Later in our tour we see most of these beautiful mountain forms at closer range.

Oregon and Washington Territory.

As these two subdivisions of the United States are closely allied in industry and commerce, as well as in geographical features, they should be considered together. Oregon has an area of 95,275 square miles, with a population of about 250,000; and Washington Territory, an area of 69,994 square miles, with about 150,000 inhabitants. The Cascade Mountains, a broad volcanic plateau, separate both Oregon and Washington into two unequal divisions. Westward of this mountain chain from forty to seventy miles distant, as we have already seen, is still another and lower range lying along the coast. Within this great basin, about 400 miles in length, are many fertile valleys and the great timber region of the Puget Sound district. The climate of this section is mild and equable, with an abundant rain-fall. The area east of the Cascade range, extending to the base of the Blue and Bitter Root Mountains, presents many features

In marked contrast to those of the coast region. A narrow strip on the north is mountainous and covered with forest, but the greater portion embraces the immense plains and undulating prairies of the Columbia Basin — 150 miles wide and nearly 500 miles long. Within the limits of this basin are a score of valleys, several of which are larger than some European principalities. In this eastern section the temperature is higher in summer and lower in winter than in the coast region, and the rain-fall is only half as great; but the conditions are, in a large part of the tract, excellent for cereal crops. Agriculture is the leading industry, and wheat the principal product. The raising of cattle, sheep, and horses is second in importance only to agriculture. Gold mining is carried on to some extent at scattered points, and especially in Southern Oregon; but coal and iron take the leading places among the mineral productions, the principal mines being near Puget Sound. The Columbia River may be navigated for 725 miles, the Willamette for 138 miles, and the Snake for a considerable distance.

An attempt to form a Territorial government was made as early as 1841, before the dispute about the boundary line arose between the United States and Great Britain. The present dividing line between the United States and the British possessions was established by the treaty of June 15, 1846. In 1853 the Territory was divided, and what was known as the District of Vancouver became Washington Territory. Oregon was organized as a State in 1859, with a population of 52,465.

From Portland to Dalles City.

We shall reach East Portland Friday forenoon, but defer our inspection of the city until our return from our trip on the Columbia River. Our Pullman train will be transferred to the tracks of the Oregon Railway & Navigation Company's line, and we shall continue our journey eastward a distance of eighty-eight miles to Dalles City,

where we shall remain upon the cars over night. The views of the Columbia River and its noble boundaries had from the cars are not less interesting than those from a steamer's deck. The road passes almost beneath the spray of Multnomah Falls, which, in two great plunges, descends 800 feet. The falls are situated in a romantic gorge only a short distance from the railway, and there are several grand points of observation readily accessible. The train passes near numerous remarkable rock formations, and directly between the "Pillars of Hercules." There are several fine falls near the road in addition to beautiful Multnomah, but they are better seen from the steamer's deck than from the cars. The railway ride will occupy the greater part of the afternoon.

Dalles City.

Just below the Great Dalles of the Columbia, where the whole volume of the river, at its ordinary height, runs for about one and one-half miles through a narrow gorge in the basalt, averaging not over 100 yards in width and in the narrowest part only sixty feet wide, the hills open out, giving position to a charming place called Dalles City, one of the oldest-settled points east of the Cascades. The streets are laid out regularly along and up the slopes, and are for the most part lined with shade trees. Several of the churches and school edifices are very handsome and attractive. As we are to reach Dalles City at an early hour, there will probably be time to climb the heights in rear of the town, from whence a magnificent view is obtained.

The Columbia River.

Saturday morning we leave the cars and go on board the steamer for a return trip down the noble Columbia River. The first stage of our voyage is as far as the Upper Cascades. The scenery in this part of the river—the Middle Columbia, as it is generally termed—differs somewhat from that below the cascades, but is at all times very

picturesque. The banks are generally mountainous or precipitous cliffs, save at the entrance of Hood River, on the south, and White Salmon River, on the north, which open up something like valleys. With the exception of these two limited districts, there is little farming land for seventy-five miles along the river. Hood River is fed by the snows on the mountain of the same name. Some magnificent views of this grand mountain form are had on the way down the river. An occasional glimpse is caught of Mount Adams, but this mountain is generally hidden by nearer hills. The shores are for the most part densely wooded with maple, alder, ash, and willow; while the mountains are clothed with pines and firs. Here and there are huge cones and walls of bare rock. In one place a great mountain of solid rock rears itself 1,000 feet or more above the river, like the gable end of some giant's habitation.

A Portage Around the Cascades.

Forty-five miles below Dalles City and a short distance from Bonneville, the passengers are forced to land and make a transfer around the Cascades of the Columbia. This is done by means of a narrow-gauge railway, six miles in length, which runs along the northern shore to the Upper Cascades. The river here is unnavigable, the water pouring over its rocky bed in a tumultuous torrent. The government is building a canal, with locks, around the obstruction, but the work is beset by many difficulties and enormous expense. We are here in the very heart of the mountain range which has derived its name from these cascades, and which is continued hundreds of miles southward through California as the Sierra Nevada. One of the strangest phenomena here encountered by the railway and government engineers is the Sliding Mountain. For a distance of three miles on the south shore above the cascades, it is demonstrated that a great spur of the mountains is moving towards the river. An impending

mountain of basalt rests upon a bed of conglomerate, with a substratum of sandstone, trending towards the stream; and, as the river wears away the bed, the great mass of basalt slowly moves downward. Near the Upper Cascades, on the Washington side of the river, on a point of land that juts out so as to make a good defensive position, is the old block-house, built nearly forty years ago as a means of protection against the Indians. In the outbreak of 1855 the block-house became the refuge of the settlers, and it was successfully defended under direction of young Lieutenant — afterwards the famous Lieutenant-General — Philip Henry Sheridan.

Near this same point the Indian village of Wish-ram, referred to in Washington Irving's *Astoria*, and also by Lewis and Clark, existed during the early part of the present century. The members of this band of savages appear to have been the original salmon-packers on the Columbia River, for they had a process of drying the fish, and of putting them up in bales to be sold to other tribes. They also had an unpleasant way, like the old robber-kings of the Rhine, of exacting heavy toll from the fur-traders who passed up and down the river.

Again upon the Columbia.

Embarking upon another steamer below the cascades, we continue our down-river trip on this noble stream. We are now in the heart of the Cascade range, and the scenery is wonderfully picturesque. We are near Castle Rock, a massive mountain which stands boldly forth on the north shore 1,000 feet high. A little way below, on the same side of the river, is Cape Horn, a bold headland of basaltic rock which forms just above it a picturesque little bay. On the opposite cliffs, marking the Oregon shore, are several falls, which almost rival in loftiness those in the Yosemite valley. Multnomah we have already seen on shore. The view from the steamer's deck is even

more enchanting than the nearer one, since it includes much more of the surroundings. The Bridal Veil, the Latourelle, and the Oneonta are three beautiful falls, the latter being nearly as high as Multnomah. At other points flashes of foam, high amid the trees of the mountain-side, mark the presence of unnamed and unvisited cascades. Other strange objects of interest are the tall pillars of rock which rise from the water or from the narrow shelf of shore along which the railway trains are seen creeping. Rooster Rock and the Pillars of Hercules are the most prominent of these. In places the cliffs crowded the river so closely that the men who did the blasting for the railway were let down from above by slings. We gradually get beyond the mountains, and then new pictures of beauty are formed by the tall, symmetrical snow pinnacle of Mount Hood, which rises now behind us. Washougal, La Camas, and Vancouver are towns upon the Washington Territory shore, the latter being only six miles above the mouth of the Willamette, and an important military post. It occupies the site of old Fort Vancouver. Three miles up the Willamette there is a magnificent mountain view, five of the snow-capped peaks being visible at once. With the exception of Mount Tacoma, these mountains are exceeded in loftiness by many hundred elevations in the Rocky Mountain chain; but here the beholder is nearly at the sea-level, while no other high mountains are near, so that the glittering silver crowns seem supreme, towering far above every other object.

Portland, Or.

We shall reach Portland about 6.00 P. M., and there will be an omnibus transfer from the wharf either to the several hotels or to our train of Pullman cars. A large and magnificent hotel is being erected in this city, but unfortunately it will not be completed at the time of our visit. Portland has progressed rapidly within the past few

years. The census of 1880 gave the city 21,523 inhabitants, including 5,484 Chinese. Populous suburbs are growing up on the east or opposite side of the Willamette, in connection with the railroad shops, flouring mills, and other manufacturing establishments. The present population numbers nearly 50,000. Although Astoria was settled as early as 1811, the first white man is supposed to have landed upon the present site of Portland in 1843. Missionaries had established themselves in Eastern Oregon nine years before, and only five years later the much respected Dr. Marcus Whitman and his companions were massacred. The founders of Portland were two New England men; and, in bestowing a name upon the place, it is said to have been actually a toss-up whether the chief city of Maine or the city at the head of Massachusetts Bay should bear the honor of the designation. The business thoroughfares are lined with fine edifices, and some of the residences on the upper streets are very tasteful, as well as elegant and costly. The city contains twenty evangelical and two Catholic churches, besides four of the former class in East Portland. The Chinese, who form a large element in the population, are seen everywhere. "Chinatown" is not a contracted quarter as in San Francisco and Los Angeles, but is scattered along the best portion of Second street for a dozen squares or more. Many of the churches and school buildings are imposing, and the same may be said of the Post Office and some of the other public edifices.

From the slopes back of the city the views are magnificent. Mount Hood is here the dominant feature in the landscape, lifting its proud head above the far-stretching forests; while the beautifully rounded snow-clad top of Mount St. Helens, and some of the other mountains already mentioned, are also in sight.

In the course of our visit there will be a carriage ride through the finest business and residence portions of the city, and to the heights above.

From Portland to Tacoma.

We shall proceed from Portland to Tacoma Tuesday, June 18, going over the Pacific Division of the Northern Pacific Railroad. The distance is 145 miles. At Hunter's, thirty-eight miles from Portland, the train is taken upon the large ferry-boat "Tacoma," and conveyed across the Columbia River to Kalama, on the right or Washington bank of the stream. For eight miles the road then follows the Columbia, and for a farther distance of eighteen miles it extends up the east bank of the Cowlitz River. Then it crosses to the valley of the Chehalis. At several points along the route the traveler catches glimpses of Mount Tacoma. Soon after passing Tenino, there is a glorious prospect; and at Yelm Prairie, fourteen miles farther, the view is better still, the valley of the Nisqually there opening a grand vista. At Tacoma, where the waters of the sound are reached, the spectacle is one of great sublimity, the massive form of the mountain, with its mantle of everlasting snow, standing forth in all its majesty at the head of the Puyallup valley. It is difficult to realize the fact that it is forty miles distant, so plain and distinct is its outline against the sky. At sunset and sunrise the grandeur of the scene is greatly enhanced, the great glacier-covered dome often assuming a beautiful roseate flush. At such times, and in the afterglow that follows the sunset, the mountain seems to draw still nearer to the beholder.

While Kalama and Tacoma, Indian names which have been preserved by the white settlers, are euphonious, the reverse is the case with many of the titles of towns, rivers, and mountains encountered by the traveler in this region. For example, forty-five miles south of Tacoma, he finds himself at a place called Skookumchuck; while Nooksachk, Kitsap, Satsop, and Siwash are in other parts of the Territory, and Clatskanie, Clatsop, Scappoose, and Tillamook in Oregon.

Puget Sound.

We shall spend several days upon and near Puget Sound, sailing through its entire extent and visiting its three most important ports.

Puget Sound has an area of 2,000 square miles, with an irregular shore line of 1,594 miles. The shores are generally densely wooded with gigantic fir trees, and at several points are immense saw mills. There are many islands, and for the most part they are covered with timber like the mainland. There is deep water everywhere, and at hundreds of places large ships could be loaded directly from the shore if necessary. The lumber and coal trade of the sound is very great and constantly increasing. Besides the mines in the Puyallup valley near Tacoma, there are others near Seattle, from which 1,000 tons of coal a day are shipped, and others on Vancouver Island. Iron ore has also been found contiguous to the coal fields near Seattle. The shores of the sound are in many places abrupt, and high mountains seem to environ this beautiful body of water. From Commencement Bay, at its southern extremity, and also on the broader part of the sound, Mount Tacoma becomes a prominent landmark; while farther north Mount Baker replaces it with its handsome cone of snow. The latter is situated in the northern part of Whatcom county, near the line of British Columbia, about thirty miles from the sound, and has an elevation of 10,800 feet. At the head of the broad peninsula west of the sound, extending towards the Strait of Juan de Fuca and forming the northwestern extremity of Washington Territory, is the noble Olympic range of mountains, from 6,000 to upwards of 8,000 feet in height. These latter elevations form a grand feature in the outlook from both Seattle and Victoria, and also from the upper part of the sound.

The scenery of Puget Sound is at all points very picturesque, and this excursion will surely form one of the most delightful features of the entire trip. The voyager looks

across the fair expanse of waters upon beautifully rounded shores, clothed to the water's edge with magnificent forests. There are many bold headlands, and apparently only a few miles away rise the glittering, snow-clad summits of some of the giant peaks. Nothing can be finer than a view of Mount Tacoma or Mount Baker at sunrise or sunset, when the great snow fields are illumined by a roseate flush. The shores are very irregular, and every change of position brings a new picture. Puget Sound has something of the charm of the Italian lakes or of the Mediterranean, and in picturesque grandeur Mount Tacoma has no superior among the proudest of the Alps.

Tacoma.

We shall remain at Tacoma several days after completing our excursion through Puget Sound to Victoria. This is a large and flourishing place that assumes special importance from the fact that it is the Pacific Coast terminus of the Northern Pacific Railroad. The original Tacoma, several miles distant, was for many years a small settlement, having been started and wholly sustained by a large saw mill. The newer Tacoma has a commanding position upon a high bluff, and its streets are laid out regularly and handsomely. It overlooks the bay and the Puyallup valley. The valley vista terminates with the grand form of Mount Tacoma. The two Tacomas have been united under one city government. The highest point in the town is 300 feet above the level of the sound, and upon the elevations are many handsome residences and public buildings. The avenues are 100 feet wide and the streets eighty feet. Pacific avenue, the principal business thoroughfare, is the scene of much activity. Mr. C. B. Wright, of Philadelphia, through whose judgment, chiefly, the site of Tacoma was selected as the terminal point of the Northern Pacific Railroad, and who holds large interests in connection with the Tacoma Land Company, has done much in beautifying the place.

The Anna Wright Seminary, an Episcopal school of a high class, named for a daughter, and St. Luke's Memorial Church, containing memorials of both his wife and daughter, owe their existence to Mr. Wright's munificence. The Presbyterians, Congregationalists, Methodists, Baptists, Lutherans, and Catholics also have places of worship here. The city is a handsome embodiment of the energy, push, and enterprise of the new Northwest, and is rapidly growing in size and in importance. At old Tacoma is the largest saw mill upon Puget Sound, an establishment that cuts 250,000 feet of lumber per day and employs 300 men. The total capacity of all the Puget Sound mills is about 2,000,000 feet per day. Large ships are constantly engaged in transporting the lumber to Australia, China, Japan, South America, and to American ports; and it is not an uncommon sight to see six or eight large vessels at the wharves of a saw mill. In some instances, notably at Tacoma, electric lights are used, so that the work can be carried on continuously. Notwithstanding the great amount of timber annually cut down, scarcely any visible effect is made upon the immense forests. The trees, mainly the Douglas fir, grow to a great height, and are generally very symmetrical. A single specimen of timber 120 feet in length and twenty-four inches square is not uncommon.

The "Tacoma," a new and magnificent hotel erected by the Tacoma Land Company, will be our abiding-place here. The house is an imposing structure in the style of the domestic architecture of France and Holland in the fifteenth and sixteenth centuries. The walls are of brick covered with mastic, and the interior is beautifully finished in redwood. It occupies a magnificent site near the verge of a bluff 100 feet above the water, and the view up the valley towards Mount Tacoma is unobstructed. The house and furniture cost nearly a quarter of a million dollars, and there are accommodations for 250 guests. The manager of this splendid establishment is Mr. W. D. Tyler, a

well-known Eastern landlord, who was formerly manager of the Cresson Springs Hotel and the Logan House, Altoona, Pa.

Seattle.

Leaving Tacoma on one of the steamers of the Oregon Railway & Navigation Company Wednesday morning, the party will proceed to Seattle and Victoria. An inspection of the former will be delayed until our return. The city of Seattle is situated on the east coast of Eliot Bay, twenty-five miles from Tacoma, and is an active, bustling place of about 16,000 inhabitants, constantly increasing in size and importance. With an extensive front on deep water, where the largest vessels may load at the wharves, the city lies chiefly upon a series of terraces which rise steeply to a height of between 300 and 400 feet. The streets are laid out with regularity, regardless of the unevenness of the surface. The suburbs of the city extend to the beautiful shores of Lake Washington, a body of fresh water some thirty miles in length and only two miles from the sound. A ship canal to communicate with Lake Washington, through Salmon Bay and Lake Union, is a projected improvement destined to open up vast fields of timber, coal, and iron. Upon approaching Seattle by water, the railway, coal, and steamship wharves, the Territorial University, Providence Hospital, and the fine school buildings are the most prominent objects seen. There are many handsome business blocks, and not a few costly residences; while of its eighteen churches several are quite large and tasteful. Over \$3,000,000 were expended in building improvements in 1888. At one time 600 residences were being built. The view, either from the steamer's deck or from the terraced heights of the city, is superb. Seattle resembles a New England city in its general appearance. It has numerous lines of street railways, and a cable road of considerable length will soon be in operation.

Other Sound Ports.

Ports Madison, Gamble, Ludlow, and Townsend are between Seattle and Victoria. Victoria is thirty-eight miles from Port Townsend, or 110 miles from Tacoma and eighty-five miles from Seattle. Mukilteo, Tulalip, Utsaladdy, La Conner, Whatcom, and Sehome are ports on the east shores of the sound. Steilacoom and Olympia (the latter the capital of Washington Territory) are at the southwestern extremity of this great body of water. It may here be noted that the English names perpetuated in and about Puget Sound, as well as the designation of the great body of water itself, were given by Captain Vancouver in the course of his three memorable voyages towards the close of the last century. The American names, to a large extent, were derived from the "Chinook," or Indian, appellations. Opposite the northern extremity of Washington Territory is the Haro Archipelago, a group of islands belonging to the United States; while westward of these islands, prominent among which is that of San Juan, is the southern extremity of Vancouver Island, a part of the British possessions, the national boundary line here deflecting from the forty-ninth parallel of latitude southward to and through the Strait of Juan de Fuca (so named in honor of the Greek navigator who sailed as far north as the strait in 1592). Port Townsend is a military post and the port of entry to the United States. It is pleasantly situated partly upon and partly under a small bluff, with a fine outlook upon the bay.

Victoria, the Capital of British Columbia.

British Columbia, which extends from the Rocky Mountains to the Pacific, and from the northern territorial lines of Washington, Idaho, and Northwestern Montana to Alaska and the Arctic Ocean, comprises about 350,000 square miles. Its colonization may be said to have fairly begun in 1858, when there was a large and sudden

immigration from California and elsewhere on account of the gold discoveries on the Upper Fraser River. Previous to this, apart from a few early residents,—retired or actual employés of the Hudson's Bay Company,—the whole region may be assumed as having been virtually unoccupied save by the aboriginal races.

Victoria, the capital of the province and a beautiful city of 9,000 or 10,000 inhabitants, is charmingly situated at the southeastern extremity of Vancouver Island, in latitude 48 degrees, 25 minutes, 20 seconds, and west longitude 123 degrees, 22 minutes, 24 seconds. Fort Victoria, a subsidiary depot of the Hudson's Bay Company,—the chief depot then being at Fort Vancouver, on the Columbia River,—was established in 1843; and in 1848, at the time of the "Cayuse war," it became an important position for sending supplies to the interior. In 1858, about the time of the gold-mining excitement on the Fraser and the Skagit, New Georgia and New Caledonia, as the main coast line and interior had previously been denominated, became by royal edict British Columbia, and in 1866 the colony of Vancouver Island was united therewith. Fort Victoria, meanwhile, became the city of Victoria. Vancouver Island is 200 miles long, and contains lakes and mountain ranges, some of the peaks being 8,000 and 9,000 feet high. The climate in this northern region is very salubrious, and it is found that the isothermal line of fifty degrees Fahrenheit, the mean annual temperature of New York, curves northward, and, crossing the Rocky Mountains at about forty-nine degrees of latitude, strikes the Pacific Coast near the northern end of Vancouver Island.

Victoria presents many interesting features to the stranger, and in order that they may be fully inspected, a carriage ride will be had, in the course of which the government naval station at Esquimalt, the famous Gorge, and the various places of interest within the city will be visited. The difference between Victoria and the cities on the

American side of the line is quite marked. Victoria is quickly recognized as a British colonial town. The business blocks are of stone or brick, and the dwellings chiefly wood; but few of the buildings are lofty. The business avenues have a substantial appearance, and all the streets are wide and well kept. Most of the dwellings have in front of them, or surrounding them, pretty gardens in which flowers abound through a large part of the year. The government buildings, five in number, and built in Swiss style, comprising the Parliament House, government printing-office, land and works departments, government offices, messenger's residence, and the Supreme Court, occupy a prettily adorned square just across James's Bay. In front of these is a granite shaft erected to the memory of Sir James Douglas, the first governor of the colony. The Marine Hospital is another prominent edifice; and on Government and Broad streets are the Custom House and Post Office. There are several large educational and beneficent establishments, including an academy conducted by the Sisterhood of St. Ann, a handsome public school building, and a Protestant Orphanage, together with a fine City Hall, a Masonic Hall, and an Odd Fellows' Hall.

There is a populous "Chinatown," and, mingled with the Mongolians on the streets, are many Songhish Indians. There is a reservation of this tribe near the city. The view from the upper streets or from the summits of Beacon or Church hills is very fine, commanding, as it does, a large expanse of water, the Olympic range across the Strait of Juan de Fuca, and the massive form of Mount Baker in the east. There are also several very picturesque elevations on the island within a few miles of the city. Esquimalt, the chief naval station for Her Majesty's ships on the Pacific, is three and a half miles from the city, and is reached by a splendid road. Here are found a magnificent harbor, a government arsenal, an extensive dry-dock, recently completed, and a quaint village. The dry-dock, which is 400 feet long, sixty-five feet wide, and twenty-

six feet deep, cost \$250,000. The Gorge is a rock-bound channel, several miles up an inlet of the sea, where at every change of tide the water rushes through impetuously. A bridge leads directly over the Gorge, and there is a charming driveway along the water-course.

A feature that will early attract attention in this far northern region is the great length of the days. The twilight in the summer season extends far into the night, and there are in reality only a few hours of darkness before day begins again. During our sojourn in Victoria, we shall stop at The Clarence.

Over the Newly Completed Cascade Division of the Northern Pacific Railroad.

We shall leave Tacoma on our homeward journey, *via* the Northern Pacific Railroad, Tuesday, June 25. The first section of this trip will lead us over the newly completed Cascade Division of the road and through a region abounding in grand and interesting scenery. By constructing this new extension the company has obtained more direct communication with the tide-waters of the Pacific Ocean, and established a through line over its own roadway. The section of Western Washington traversed is mountainous, and the views are greatly diversified. The traveler first ascends the fruitful Puyallup valley, the great hop-growing region of the Pacific Coast, where, in the hop-picking season, the strange sight is presented of 2,000 or more Indians laboring in the fields, some of the copper-skinned workers coming many hundred miles to gain employment. The great snow dome of Mount Tacoma is seen ahead of us and in varying aspects as we speed along, now west of this monarch of the hills, and then north. Many magnificent views are had of this massive mountain and of the nearer hills. At South Prairie and beyond, we are in proximity to the great coal fields of the Territory. The

ascent of the Green River discloses some charming cañon scenery. This is a clear mountain stream which takes its rise in the Cascade range. In its pools the water assumes a peculiar green hue on account of its depth. We are gradually lifted toward the mountain tops, and many far-stretching glimpses are had of summits and plains. The west slopes of the range are finely timbered; and enormous firs and pines, from 150 to 250 feet high, line sections of the road. The stump of one of these forest monarchs, that was removed when the road was built, afforded enough space to turn an ox team upon without difficulty. At an elevation of 2,809 feet we pass through the Stampede Tunnel, which has an extent of 9,850 feet and is lighted by electricity. Just as the east end of the tunnel is reached, a picturesque cascade with an unromantic name—Musquito Falls—is seen near the track.

We descend on the east side of the Cascade range into the broad valley of the Yakima River, which is reached within five miles of the tunnel, and followed for 165 miles. This stream is from 200 to 300 feet wide for much of the way, and forms one of the most important tributaries of the Columbia. Some seventy miles east of the Cascade range we pass through the Yakima Cañon, which is about fifteen miles long. Ellensburg, the county seat of Kittitas, is the first town of importance reached after crossing the mountains, although several new places are springing into existence in the vicinity of the coal mines. North Yakima, thirty-six miles farther east, is another stirring town. It is situated near the Yakima Indian reservation.

From the Columbia River Eastward.

Crossing the Columbia River near Pasco, we reach the old line of the Northern Pacific Railroad. The Snake River enters the Columbia, three miles below, at Ainsworth. We now cross two growing counties of Washington Territory—Whitman and

Spokane. In the latter, more especially, several important towns have come into being along the road, including Sprague, Cheney, and Spokane Falls, the latter being the only one of the three that had any existence before the railway was built. Cheney, which had a solitary log house in October, 1880, has now a population of from 1,500 to 1,800, with a handsome academy, the gift of Benjamin P. Cheney, of Boston, in whose honor the town was named. Sprague, now of about the same size as Cheney, had not a single habitation in the autumn of 1881. Much of our route is through the region visited by the early explorers, and so thrillingly described by Irving in his narration of the adventures of the early American fur-traders, some of whom passed and repassed over the trackless mountains and plains, amid terrible dangers from wild beasts and equally bloodthirsty Indians. The early pioneers toiled weeks and months in traversing a region through which we now pass in as many days. Spokane Falls is a large and flourishing place. Near the town are some picturesque falls on the Spokane River. This stream is a tributary of the Columbia, and forms the outlet of Lake Cœur d'Alene, a romantic body of water situated in the heart of the mountains.

Idaho.

Nineteen miles east of Spokane Falls the boundary line between Washington and Idaho Territories is crossed. The Northern Pacific Railroad traverses a very narrow strip of the northern part of the last-named Territory, the distance from the western border to the eastern being about seventy-eight miles only. Idaho extends from the forty-second to the forty-ninth parallel of latitude, and comprises 86,294 square miles. Its population is nearly 50,000, exclusive of 5,000 Indians. Its principal stream is the Snake, or Lewis Fork of the Columbia, which rises in the Yellowstone National Park, and, with its many affluents, drains about five sixths of its area. Mining is the

most important industry. This name, it may be mentioned, is derived from "I-dah-ho," the mountain where the sun rises ; or, as it has been put more poetically, the "gem of the mountains." Certain of the Pacific slope Indians — notably the Shastas and the Modocs, according to Joaquin Miller — have an "I-dah-ho" wherever they may chance to be, the title being bestowed upon the place first illumined by the rising sun.

Lake Pend d'Oreille.

Continuing northward, the train rounds the lovely Lake Pend d'Oreille. This is a beautiful sheet of water amid the mountains, and, as we skirt its shores for over twenty miles, there is a constant succession of beautiful pictures. The whole length of the lake is nearly sixty miles, and its width varies from three to fifteen miles. There are many picturesque islands, and the high mountains seen across the charming expanse of water remind the traveler of the Swiss lake scenery. At Hope, a small hotel, commanding a magnificent view of the lake, has recently been erected by the railroad company. It is already a noted resort of fishermen and hunters.

The Scenery on Clark's Fork.

Crossing the mouth of Pack River on a trestle one mile and a half in length, the railroad deflects toward the southeast and ascends Clark's Fork. The lake is, in point of fact, simply the widening of the river. The turbulent stream flows through a succession of wild rock gorges, and the scenery at many points is very picturesque. Much difficulty was experienced in building this section of the road, as it was necessary to make many rock cuttings. The views at Cabinet Gorge and where Thompson's River enters Clark's Fork are especially fine.

Montana.

Near Clark's Fork station we pass out of Idaho and into the great Territory of Montana, which, with its 143,776 square miles, is very nearly as large as the great States of New York, Pennsylvania, and Illinois combined. It has more than 1,000,000 acres in excess of the whole of New England. There are in Montana nearly 40,000,000 acres of grazing lands and 16,000,000 acres which are suitable for farming, in addition to its vast wealth in mines. The railroad traveler is likely to declare that the region is practically treeless, and yet the Territory contains no less than 14,000,000 acres of forests, or more than are contained in the State of Michigan. Of the total area of Montana the Indian reservations take up 58,000 square miles, or about two fifths of the whole. Of the entire number of Indians in the United States, upwards of 250,000, Montana is credited with about 20,000. Montana was organized as a Territory in 1864, a year after Idaho; and until 1880 there was not a mile of railroad within its borders. Entering the Territory in the extreme northwestern corner, we reach Heron, a railroad town of several hundred inhabitants, in the midst of a forest. Before the railroad came, Heron had no existence. Northward of Horse Plains, and extending along the Jocko and Pend d'Oreille Rivers for a distance of sixty miles, is a reservation of the Flathead Indians.

The Bitter Root Mountains were crossed on entering Montana, or rather they were pierced where Clark's Fork makes its way through. One hundred and thirty-five miles east of Heron and fourteen miles west of Missoula, the Coriakan Defile is reached, and the track crosses Marent Gulch by means of a trestle bridge 866 feet long and 226 feet high. A little farther on are other trestle bridges, one of which is 112 feet high. Missoula, the county seat of Missoula county, is beautifully situated at the western gateway of the Rocky Mountains, on the north side of Missoula River, near its

junction with the Bitter Root and the Hell Gate. It was formerly an isolated and remote frontier post, but the railroad has made of it a stirring town. The country surrounding this place has been the scene of many fierce conflicts between the Flatheads and the Blackfeet Indians. The elevation of Missoula is about 3,000 feet. We are now approaching the main range of the Rocky Mountains, although the actual continental divide lies 106 miles east of Missoula. The road follows up Hell Gate River, passing through Hell Gate Cañon, which, however, is less of a cañon than a valley, being from two to three miles wide. The scenery is nevertheless very bold and picturesque, the pass being guarded by rock-ribbed mountains. We are in the midst of a placer-mining region; and the river, ordinarily clear, is in summer stained by the deposits of dirt from the tributary streams, along which many mining camps are located. Some of the mines are very rich, and a large amount of the gold production of Montana, amounting to nearly \$9,000,000 annually, has come therefrom.

Near Gold Creek, a little distance west of Garrison, the "last spike" was driven Sept. 8, 1883, uniting the two ends of the Northern Pacific Railroad. There is some grand mountain scenery in this vicinity, the snow-covered peaks of Mount Powell being prominent south of the railroad. Crossing the Rocky Mountains at the Mullan Tunnel, at an elevation of 5,548 feet above the sea, we descend the eastern slopes of the great continental divide, and approach Helena. This city, with a population of over 7,000, is situated at the eastern base of the Rocky Mountains and on both sides of the famous Last Chance Gulch, from which over \$10,000,000 worth of nuggets and gold dust has been taken. The city contains many handsome buildings, and is the commercial and financial centre of the Territory, as well as its capital. It is surrounded by mountains, one of the most remarkable of which, "The Bear's Tooth," rises abruptly from the Missouri River, thirty miles north.

Continuing eastward from Helena, the road passes through a mining region, and forty-two miles from that city crosses the Missouri River. It follows up that stream, amid much wild scenery, to Gallatin City, where the three rivers forming the Missouri, viz. the Gallatin, Madison, and Jefferson, unite. We keep on through the Gallatin valley, and 120 miles from Helena reach Bozeman, another flourishing and bustling town. This place was established in 1864, and named in honor of John Bozeman, an old frontiersman who lost his life at the hands of the Indians in 1867. The city presents an attractive appearance, and the mountain scenery in the vicinity is very charming. Fort Ellis, an important military post, is situated four miles east of Bozeman. Ascending through Rock Cañon, we cross the Belt range of mountains at an elevation of 5,572 feet above the sea level. Near the summit the hills are pierced by a tunnel 3,500 feet in length. Livingston, the diverging point for Yellowstone Park travelers and a large and growing town, will be reached Thursday morning.

The Yellowstone National Park.

From Livingston a branch of the Northern Pacific Railroad extends up the Yellowstone valley to Cinnabar, a distance of fifty-one miles, and there is a stage ride of only seven miles from thence to the Mammoth Hot Springs. The scenery along this part of the line is bold and striking. The road passes through the lower and middle cañons, both of which would be considered grand sights, except in comparison with the far grander scenes within the park. We are already amid the mountains; and at the upper end of Paradise valley the massive form of Emigrant Peak, 11,034 feet in height, becomes a prominent landmark. The chief objects of interest above this point are the Sphinx and the "Devil's Slide." The latter consists of two enormous dikes of trap-rock on the steep slopes of Cinnabar Mountain.

The reservation known as the Yellowstone National Park, set apart for public uses by an act of Congress passed in 1872, covers a tract of about sixty-five miles in length, from north to south, and about fifty-five miles in width, from east to west, lying chiefly in Northwestern Wyoming, and over-lapping, to a small extent, the territorial boundaries of Montana, on the north, and Idaho, on the west. This gives an area of 3,312 square miles, a tract that is nearly as large as the States of Rhode Island and Delaware combined, and nearly half as large as the State of Massachusetts. The name "park" is perhaps misleading, as it is exceedingly diversified, containing numerous parks, or open tracts, as the name "park" has been bestowed in the mountain sections of Colorado, besides high mountains and beautiful lakes. The Rocky Mountain chain crosses the southwestern portion in an irregular line, leaving by far the greater expanse on the eastern side. The lowest elevation of any of the narrow valleys is 6,000 feet, and some of them are from 1,000 to 2,000 feet higher. The mountain ranges which hem in these valleys are from 10,000 to upwards of 11,000 feet in height, Electric Peak (in the northwest corner of the park, not far back of Mammoth Hot Springs) having an elevation of 11,155 feet, and Mount Langford and Turret Mountain, both in the Yellowstone range, reaching the height of 11,155 and 11,142 feet respectively. The drainage of the park area is divided among three distinct systems — the Yellowstone River, which has about three fifths and runs in a sinuous course from the southeast to the northwest corner of the park, mainly through deep cañons, and the Madison and Snake Rivers, which have about one fifth each. In 1871, Dr. F. V. Hayden made his preliminary survey, the report of which prompted Congress to set aside the tract as a public park. Since that time Dr. Hayden and his assistants have made further surveys of the region, and his twelfth annual report for 1878 (issued in 1883) gives the fullest information about the park yet published.

Mammoth Hot Springs.

We shall first visit Mammoth Hot Springs, arriving there early Thursday afternoon and remaining until the ensuing day.

The springs have built up a series of remarkable terraces on the west side of a little plateau, or basin, 1,000 feet above the Gardiner River, into which their waters flow. On the opposite side of the river rises the long, rugged mass of Mount Evarts, which has an elevation of 7,600 feet, 1,213 feet higher than the hotel. The whole plateau and the steep slopes extending down to the river are mainly composed of calcareous deposits, resulting from springs and geysers now extinct. There are no active geysers at the present time in this basin; but two large cones of extinct geysers stand at no great distance from the hotel, and are almost the first objects to attract attention. These are "Liberty Cap," an isolated shaft forty-five feet in height and twenty feet in diameter at its base, and "Giant's Thumb," or "Liberty Cap No. 2," about 100 yards distant and smaller. Both show signs of considerable age, and are gradually crumbling away. All around are a number of shallow basins; and in other parts of the plateau are cavities and caverns, from which hot springs probably flowed at some period more or less remote. The beautiful terraces, now in process of formation just below the active springs, are the most interesting objects to be seen, however. The recent deposits, on which the springs are at present found, occupy about 170 acres. The rocks upon which the deposits rest belong to the Middle and Lower Cretaceous and Jurassic formations. Beneath the Jurassic rocks there are probably carboniferous limestones, from whence come the carbonic acid and carbonates that are found in the water of the springs. The springs at present exist mainly on two masses of deposit, and these are arranged in terraces, of which there may be said to be four principal ones with subdivisions. Dr. A. C. Peale (in Part II. of Hayden's

Twelfth Annual Report) enumerates fifty-two different springs in this district, which have a temperature varying from 63 to 165 degrees Fahrenheit. The terraces are a succession of beautiful basins, over the rims of which the water falls in gentle rivulets and miniature cascades. The deposits which result from evaporation at the margins of each basin are exquisite in form and color. The rims and walls present the most delicate arabesques, and fretted stalactites depend from the edges. A delicately ornamented mass, shaped not unlike a font, and seemingly supported by a series of columns, has been formed in one place. Rich cream and salmon tints predominate, but these deepen into shades of red, brown, green, and yellow; while the turquoise blue of the waters affords a striking contrast of color.

On the Road to the Geysers.

Leaving the hotel at Mammoth Hot Springs Saturday morning, the party will proceed to the Lower Geyser Basin *via* the Norris Geyser Basin. This journey and the subsequent trips about the park will be made in comfortable wagons. The early part of the ride lies over a road which ascends the banks of Glen Creek to the Golden Gate and Rustic Falls, near which is Kingman's Pass, 7,300 feet above the sea. On the plateau above, from which a grand view is had of Electric Peak, Quadrant Mountain, Bell's Peak, and Mount Holmes, Swan Lake is situated. Willow Park is the name given to a little region which has often served as a camping-place, and which is a noted resort for elk. Not far beyond are the famous Obsidian Cliffs and Beaver Lake. There is a ridge 1,000 feet in length, and from 150 to 250 feet in height, rising in almost vertical columns from the eastern shore of the little lake. This mass is composed of volcanic glass; and, when it was found advisable to construct a carriage road along its base, the only practicable way of operation was to build huge fires upon the largest

masses, and, after they had been expanded by the heat, to dash cold water upon them. This had the effect of fracturing the blocks into fragments, so that they could be removed. The lake formerly contained several colonies of beavers.

The Norris or Gibbon Geyser Basin.

This is the first of the geyser basins that is encountered in our round of the park, and likewise the highest, its elevation above the sea being 7,760 feet. According to Dr. Peale's enumeration, there are in this basin ninety-seven springs of various kinds. The peculiarities here noticed are the absence of any very great accumulation of deposits, the newness of some of the important geysers, and the abundance of iron and sulphur. There are numerous springs of water and mud, and a few veritable geysers from which water gushes forth. One of these, the "Monarch," is said to eject a column of water to a height of about fifty feet. The "Hurricane" is a fierce, roaring spring that has lately appeared and that is expected to develop into a veritable geyser. The "Growler" is the significant name of a powerful steam vent. One of the most interesting objects of all is a mud geyser, which is in action every ten minutes. It is situated within a few feet of the road leading to the Upper Geyser Basin.

The Gibbon Paint Pots and the Falls of the Gibbon.

On one side of the Gibbon Meadows, or Elk Park, which lies south of the Norris Basin, are the Gibbon Paint Pots, a group of boiling mud springs of various colors. About a mile distant from the entrance to the cañon is the Monument Geyser Basin, upon the slope of Mount Schurz. Some four miles south of the trail leading to the Monument Geyser Basin and five miles from the Forks of the Firehole are the Falls of the Gibbon. They are in a deep cañon west of the road.

The Lower Geyser Basin.

The hotel in the Lower Geyser Basin (or at the Forks of the Firehole, as the region is also designated) will be reached at a seasonable afternoon hour. This basin is a wide valley, with an area of between thirty and forty square miles, having an average elevation of 7,236 feet, or about 150 less than the Upper Geyser Basin, from six to ten miles distant. Above this, the surrounding plateau rises from 400 to 800 feet, the slopes being heavily timbered. In this section Dr. Hayden's party found 693 springs, including the Egreria Springs of the Midway Basin, among which the "Excelsior" Geyser and "Prismatic" Lake are counted. The "Great Fountain," which ejects a stream of water to the height of from 50 to 100 feet, is the most important geyser in this vicinity, with the exception of the "Excelsior," already mentioned. One of the greatest wonders of this region is known as the "Mammoth Paint Pots." In a crater forty feet or more in diameter, there are numerous mud springs, in which the material cast forth has the appearance of paint of different colors. The pasty material is exceedingly fine to the touch, and, as it bubbles up, generally assumes for a moment some floral form. The "Paint Pots" are near the "Fountain" Geyser.

The "Excelsior" Geyser and "Prismatic" Lake.

Leaving the hotel in the Lower Geyser Basin Saturday morning, the party will proceed to the Upper Geyser Basin, visiting the "Paint Pots" and the "Fountain" Geyser on the way. A halt will also be made in the Midway Geyser Basin for the purpose of inspecting the great "Excelsior" Geyser, "Turquoise" Spring, and "Prismatic" Lake, all of which lie on the west bank of the river. The "Excelsior," the largest geyser known in the world, recently burst forth into great activity after a period of inaction lasting about six years. The eruptions occur at intervals of about

an hour, and are very powerful. A great dome of water, often accompanied by lavatic stones, is thrown into the air to the height of between 200 and 300 feet, while the accompanying column of steam rises 1,000 feet or more. The crater is an immense pit 330 feet in length and 200 feet in width at the widest part, the cliff-like and treacherous walls being from fifteen to twenty feet high from the boiling waters to the surrounding level. The name of "Cliff Cauldon" was given to it by the Hayden Survey in 1871, and it was not until some years later that it was discovered to be a powerful geyser. "Hell's Half Acre" is another expressive name given to this terrible pit. Two rivulets pour forth from the cauldron and from the neighboring springs, and the deposits along their channels are very brilliantly colored.

The "Turquoise" Spring, near the "Excelsior," is beautiful in its rich tints of blue, and "Prismatic" Lake, also near at hand, is another wonderful display of color. The latter is said to be the largest body of hot water in the world.

The Upper Geyser Basin and Its Wonders.

About five miles above the "Excelsior" Geyser we come to the Upper Geyser Basin. Here, in a nearly level tract inclosed by low hills, with the Firehole River flowing through it and mainly upon the east side, are found the chief geysers of this marvelous region. The basin has an area of about four square miles and a general elevation of 7,372 feet. Dr. A. C. Peale (in Hayden's *Report*) enumerates 440 springs and geysers within this territory, including twenty-six distinct geysers. There had been discovered within the park previous to 1878, according to the same authority, 2,195 springs and geysers, including seventy-one active geysers. These figures resulted from only a partial survey of the region. The Upper Basin group includes, with others, the following: "Old Faithful," "Castle," "Bee Hive," "Giant," "Giantess," "Grotto," "Grand,"

"Oblong," "Splendid," "Comet," "Fan," "Riverside," "Turban," "Saw Mill," "Lion," and "Lioness." These are scattered over the surface of the basin, chiefly along the river-bank, "Old Faithful" being at the southern extremity, and the "Fan" and "Riverside" at the northern end, near where the wagon road enters the basin. The "Grotto," "Giant," "Oblong," and "Castle" are near the road. The "Bee Hive," with its handsome cone, from which the geyser takes its name, together with the "Giantess" and "Lion" group, is upon the opposite side of the river from the hotel. Of the geysers above mentioned the "Giant," "Grand," and "Turban" have lately become inactive. Many beautiful springs are in proximity to the geysers, forming objects of interest second only to the mammoth fountains of hot water. The springs have generally great depth and clearness, and the beholder can examine minutely the delicate formations far beneath the surface. The edges are in many cases scalloped and variously tinted, causing the deep blue spring and its exquisitely colored border to resemble a mammoth flower. One spring bears the appropriate name of the "Morning Glory." Another very beautiful spring is situated quite near the "Castle" Geyser. There is no time when the subterranean forces are inactive, and the Upper Geyser Basin at all times presents a strange and weird scene. Strange sights and sounds greet the stranger on every side. Clouds of steam arise from a dozen different localities, some of the springs being hidden in the timber which covers the neighboring mountain-sides. In the vicinity of the geysers there are hissing, gurgling, and thunderous thuds, as if the imps of the infernal regions had heavy contracts of labor to perform. The eruption of any of the great geysers is heralded by the escape of steam from an adjacent steam vent; and directly after a fountain of hot water is thrown into the air with fearful belchings, to fall again in a giant cataract. Almost constantly there is a display of some kind going on, and the strange din is kept up night and day. There

are daily eruptions of some of the geysers, while others have longer intervals of quiescence. As our stay in the Upper Geyser Basin will continue from Saturday noon until Monday morning, there will, without doubt, be opportunities to witness several of the great geysers in action.

From the Upper Geyser Basin to the Grand Cañon of the Yellowstone.

A large part of Monday will be devoted to the journey from the Upper Geyser Basin to Yellowstone Falls and the Grand Cañon of the Yellowstone. Proceeding to the Lower Geyser Basin by the direct route, we retrace our way from thence to the Norris Geyser Basin. We shall then proceed over a new road direct to the Yellowstone Falls and the Grand Cañon of the Yellowstone, the distance being about eleven miles. The Virginia Cascades, upon the upper Gibbon and beside the stage road, form one of the prettiest sights in the park. There are also some fine mountain views on the route, the Mount Washburn group being in plain sight.

The Yellowstone Falls.

The hotel where we shall stop over Tuesday is situated within a few hundred yards of the Upper Fall of the Yellowstone. At the head of the fall the river has a width of about eighty feet, and the waters plunge over a shelf, between walls that are from 200 to 300 feet in height, upon a partially submerged reef 112 feet below. Dense clouds of spray and mist veil fully one third of the cataract from view.

Half a mile below this fall is the Lower or Great Fall, which is grander and more impressive than the other, though not more picturesque. Here the waters pour into the fearful abyss of the Grand Cañon, the sheer descent being 300 feet. The wooded slopes of the gorge tower far above the flood, and one has to descend a steep incline to reach a platform which serves as a good view-point at the verge of the fall. The

best views, however, are had farther down the trail, where many jutting points afford an outlook into the wonderful cañon. Clouds of mist ascend from the foot of the falls, and the walls are covered with a rank growth of mosses and *algæ*. Midway between the two falls the trail crosses Cascade Creek, which flows down to the Yellowstone from the slopes of Mount Washburn. There are here three beautiful little falls known as the Crystal Cascades, 129 feet in height; and directly beneath the bridge and accessible by ladders is the "Grotto Pool."

The Grand Cañon of the Yellowstone.

The cañon may well be considered the greatest of the park marvels. The height of the plateau at the falls is about 7,800 feet. It increases slightly northeastward, until, in passing the mountains, it has an elevation of about 8,000 feet. Thence northward it decreases in height rapidly, and at the mouth of Tower Creek it reaches but 7,200 feet. At the head of the Upper Fall the river level is but a few feet below the top of the plateau. This fall adds 112, and the Lower Fall 300, feet to the depth of the chasm. From the foot of this fall to the mouth of East Fork the total descent is 1,304 feet in a distance of twenty-four miles, being an average of 54.3 per mile. As far as the extremity of the Washburn Mountains, a distance of twelve miles, the cañon continues to increase in depth, both by the fall of the stream and the rise of the plateau; and the extreme depth, 1,200 feet, is attained at this point. Thence the depth decreases rapidly, and at the mouth of Tower Creek it is but 500 or 600 feet deep on the west side, and about 1,000 feet on the east side. Cold topographical facts and figures are quickly forgotten when the beholder gazes down into the gigantic rift. Neither pen nor pencil can do justice to this marvel of nature. There may be deeper cañons elsewhere, but they cannot exceed in impressive beauty the marvelously pic-

tured rift through which the Yellowstone winds its way after its last grand leap. A narrow trail runs along the western edge, and there are many jutting points from which new vistas are opened through this enchanted land. The walls are in places perpendicular, though generally sloping; while at the bottom is the fretted and fuming river, a ribbon of silvery whiteness or deep emerald green. Along the bottom of the cañon are domes and spires of colored rock, some of them hundreds of feet in height, yet reduced to much smaller proportions by the distance. On the apex of one of these pillars is an eagle's nest. In one place, near the top, a great rock spire, twice as high as Trinity steeple, has split away from the mass of rock behind it, and seems to be ready to topple over into the abyss at any moment, so insecurely is it poised on the shallow shelf beneath. But the gorgeous coloring of the cañon walls is its distinguishing feature. The beholder is no longer left in doubt as to the reason for bestowing the name of Yellowstone upon this remarkable river. The beautifully saffron-tinted walls give the explanation. There are other tints in opulence. Crimson and greens are seen with all their gradations and blendings. Emerald mosses and foliage form the settings for dashes of bright rainbow colors. The yellows, due to sulphur deposits, predominate; but the oxidation of iron through the many hot springs, which send up their clouds of steam even here, provides a liberal sprinkling of reds. It seems as if a gorgeous sunset or a shattered rainbow had fallen into the abyss. With the grand grouping of crags and pinnacles, tinted walls, and the beautiful falls, the picture is one that, once seen, can never be forgotten.

The Mammoth Hot Springs Again.

Leaving the Grand Cañon Hotel Wednesday morning, the party will retrace its way to Mammoth Hot Springs *via* the Norris Geyser Basin, where a stop will be made for

dinner. The hotel at Mammoth Hot Springs will be reached in the afternoon, and the party will remain here until after dinner on Thursday.

From the Yellowstone National Park Eastward.

Taking our departure from the hotel at Mammoth Hot Springs Thursday, July 4, by stage, the party will proceed to Cinnabar, where our train of Pullman palace cars will be in waiting. Our route takes us back to Livingston on the Park Branch and then eastward on the main line of the Northern Pacific Railroad. For some 350 miles we follow the banks of the Yellowstone. Between the years 1873 and 1877 this now peaceful valley was the scene of many stirring events, in which the lamented General Custer, General Crook, General Miles, and other brave officers were concerned. The Sioux and Cheyennes, under Sitting Bull and Crazy Horse, were the hostiles, and the Indians fought desperately to prevent the whites from obtaining a foothold in this part of the Territory. General Custer and his command were killed on the banks of the Rosebud River June 25, 1876. Later in the same year and during the year 1877, General Nelson A. Miles, then colonel of the Fifth Infantry, who had been stationed at a cantonment at the mouth of the Tongue River, now Fort Keogh, effectually cleared the valley of the savages. Billings, named in honor of Hon. Frederick Billings, a former president of the Northern Pacific Railroad, is a flourishing town of 1,500 inhabitants, 1,019 miles from Tacoma and 917 miles from St. Paul. Twenty-eight miles east of Billings is Pompey's Pillar, a mass of sandstone about 400 feet high, on the side of which Captain William Clark, the explorer, carved his name July 25, 1806. At Big Horn the railroad passes through a tunnel 1,100 feet long, and immediately after crosses the Big Horn River on a bridge 600 feet in length. Custer, Forsyth, and Miles City are places named in honor of military heroes. The latter is a young city of considerable importance, and a few miles

west of it is Fort Keogh. Friday morning we shall reach Glendive, a growing town near the eastern line of Montana and the last point of importance within that Territory.

Dakota.

Thirty-six miles east of Glendive and one mile west of Sentinel Butte, we pass out of Montana, through which we have journeyed 780 miles. The succeeding 367 miles lie within the Territory of Dakota, which possesses the imperial domain of 150,932 square miles — a larger area than any of the other Territories or States of the country except Texas and California, and about twice as large as all the New England States combined, more than three times the size of New York, nearly four times as large as Ohio, and nearly twice as large as England, Wales, and Scotland together. The population in 1880 was 135,180, and it is now more than three times as much.

Pyramid Park, or the "Bad Lands."

On entering Dakota we find ourselves at once in the famous "Bad Lands." The mighty forces of water and fire have here wrought strange confusion. Buttes from fifty to 150 feet high are seen, with rounded summits and steep sides and variegated bands of color. The black and brown stripes are due to veins of impure lignites, from the burning of which are derived the shades of red; while the raw clay varies from a glaring white to a dark gray. The mounds are in every conceivable form, and are composed of different varieties of argillaceous limestone, friable sandstone, and lignite, lying in successive strata. The coloring is very rich. Some of the buttes have bases of yellow, intermediate circles of pure white, and tops of deepest red. Others are blue, brown, and gray. Between these curiously shaped elevations are ravines and gulches through which streams meander; and there are occasional park-like tracts that afford nutritious grazing for cattle. The term "Bad Lands," as applied to this

region and generally understood, is certainly a misnomer. The old French *voyageurs* described the region as "*mauvaises terres pour traverser*," meaning that it was a difficult country to travel through, and the term has been carelessly translated and shortened into "Bad Lands." At Medora, on the banks of Little Missouri River, the Marquis de Mores formerly had a ranch and extensive abattoirs.

Eastward from the "Bad Lands."

The region lying east of the remarkable section just referred to is devoted chiefly to cattle grazing. The appearance of the country is that of a rough, rolling prairie, with here and there a bold elevation in butte form. At Mandan, an important railroad town and the capital of Morton county, the time changes from Mountain, or 105th meridian, to Central, or 90th meridian standard. Between Mandan and Bismarck, the railroad crosses the Missouri River on a magnificent three-pier iron bridge, which cost \$1,000,000. The thriving city of Bismarck, which lies on the east side of the Missouri, is the capital of Dakota. Jamestown is another flourishing place, and east of there we pass through the great Red River wheat belt. The famous Dalrymple farms comprise some 75,000 acres of land. Fargo, the financial metropolis of the Red River valley, is a stirring city of 12,000 inhabitants. It is situated 276 miles from St. Paul. Its wide avenues, lined with business edifices, present an attractive appearance. Across the Red River, on the Minnesota bank, is the handsome city of Morehead.

Minnesota.

The State of Minnesota, which we enter at Morehead, embraces 83,530 square miles, and in 1880 contained a population of 780,773. The present number of inhabitants is upwards of 1,000,000. Its elevation is from 1,000 to 1,800 feet above the ocean, and there are within its borders upwards of 7,000 small lakes. The Northern Pacific Rail-

road traverses this great empire of the West from the Red River to St. Paul, and in an important easterly extension from Brainerd to Duluth and Ashland, on the shores of Lake Superior. There are also several important branches. Among the principal towns passed through during this part of our journey are Glyndon, Lake Park, Detroit (which is beautifully situated near Detroit Lake), Perham, Wadena, Verndale, Brainerd, Little Falls, Sauk Rapids, and Anoka.

Minneapolis.

Minneapolis will be reached on Saturday, and there will be a transfer to the magnificent West Hotel, corner of Hennepin avenue and Fifth street, where the party will remain over Sunday. The West is one of the largest and most elegant hotels in the country, having been recently completed at a cost for building and furnishing of about \$2,000,000. It was begun by the late Charles W. West, and its present owner is Colonel John T. West. The house is under the experienced management of Mr. Charles W. Shepherd. Although less than thirty years old, Minneapolis has a population of about 130,000, and its builders can hardly keep pace with the demands of trade and the calls of newcomers for residences. Its streets and avenues are spacious and, in many instances, lined with trees; while its business blocks are among the most substantial and elegant in the country. Its immense manufacturing interests are headed by twenty-three flouring mills, with a daily capacity of 29,000 barrels and an export trade of 1,500,000 barrels per annum, and nineteen lumber mills, which cut 300,000,000 feet of lumber each year. The utilized water-power of the Falls of St. Anthony amounts to 130,000 horse-power at low water-mark. The manufacturing interests aggregate nearly \$50,000,000. There are a great number of handsome business edifices, and the residence sections of the city contain great numbers of costly dwell-

ings. Perhaps nothing is more attractive to the stranger than the Falls of Minnehaha. These falls are upon a little creek of the same name, between three and four miles from Minneapolis. They are not grand, but very picturesque, and, having been immortalized by Longfellow, will always possess rare interest. A sparkling stream flows through the meadows, and leaps over a cliff in a thin curtain sixty feet high, through which the rocks may be seen. The crumbling of the rock behind the falls has left a wide space, which may easily be reached at the risk of a slight wetting.

Lake Minnetonka.

Monday, July 8, will be devoted to an excursion on Lake Minnetonka. Of Minnesota's 7,000 lakes, none is more beautiful and attractive than this delightful sheet of water. Situated just within the boundaries of the "Big Woods," Minnetonka is of irregular shape, covering about 16,000 acres, its borders following more than a score of graceful bays, with a shore line of 300 miles. Great hotels and summer villages have grown up along its shores and on its romantic islands; steamboats ply upon its waters, and several railroad lines lead to the most favored resorts. We shall proceed over the Minneapolis & St. Louis Railway to the Lake Park Hotel, and spend the greater part of the day in a steamer excursion on the lake. Lunch will be provided at the Lake Park Hotel at the conclusion of the lake trip.

St. Paul.

Returning from Lake Minnetonka over the Minneapolis & St. Louis Railway, we shall proceed through to St. Paul, instead of stopping in Minneapolis, and, upon arriving in the former city, be transferred to the Hotel Ryan. St. Paul is a city of recent and very rapid growth, although the oldest-settled portion of that empire of the Northwest,

Minnesota. It was long an Indian town, and in 1680 was visited by Father Hennepin. The first white settlement was founded in 1838, and a Catholic mission was called St. Paul's; hence the name of the city. The town was incorporated in 1849, with a population of 400, and the city in 1854, with a population of 4,500. The St. Paul of to-day has a population of about 120,000, and is one of the handsomest as well as one of the busiest cities in America. Its wholesale trade amounts to over \$72,000,000 per year. It is the capital of the State and the county seat of Ramsey county. Its situation, at the head of navigation on the Mississippi River, was at the outset greatly in its favor, and the centering here of the great railway systems of the Northwest has given it still greater importance. The opening of the Northern Pacific Railroad was an important event for St. Paul and for its neighbor, Minneapolis. The headquarters of this great line are located here, and the Northern Pacific Building is one of the handsomest ornaments to this handsome city. Several other railway lines have their headquarters here; and the Union depot, foot of Sibley street, is one of the finest in the country. The State Capitol is at the intersection of Ninth and Wabasha streets. There will be a carriage ride Tuesday, with visits to the principal business and residence sections of the city, and also to Fort Snelling, which is very picturesquely situated on the high banks of the Mississippi near the mouth of the Minnesota River.

From St. Paul Eastward by the Albert Lea Route.

Leaving St. Paul Tuesday evening, we continue our journey eastward. The Albert Lea route, over which we travel, is a part of the popular Rock Island system, being made up of the following named roads: The Minneapolis & St. Louis Railway from Minneapolis to Albert Lea, Minn.; the Burlington, Cedar Rapids & Northern Railway from Albert Lea to West Liberty, Ia., and the Chicago, Rock Island & Pacific Rail-

way thence to Chicago. This line traverses some of the richest portions of Southern Minnesota and Northeastern Iowa, and then crosses the northern part of the great State of Illinois. From St. Paul the train proceeds through Minneapolis, and southward across some half-dozen counties of Minnesota, passing through several flourishing places, including Waseca and Albert Lea. Reaching the borders of Iowa, portions of eleven counties in that rich and productive State are passed through. Cedar Rapids and Davenport are the chief Iowa cities lying upon this line. Between Davenport and Rock Island the lordly Mississippi rolls, and its floods are crossed by a magnificent bridge. From Davenport eastward we are on familiar ground.

From Blue Island Junction or Chicago Eastward.

Persons who return upon other dates than is contemplated by the regular itinerary, or those who wish to stop over at Chicago, may proceed directly through to that city, and take the train eastward from the new Dearborn station of the Chicago & Grand Trunk Railway (between Polk and Taylor streets and Third and Fourth avenues); but arrangements have been made for the party to change from the Chicago, Rock Island & Pacific Railway to the Chicago & Grand Trunk Railway at the intersection of the two roads, near Blue Island, seventeen miles from the city on the former line. The homeward route from that point will be over the Chicago & Grand Trunk Railway, the Great Western Division of the Grand Trunk Railway, the West Shore Railroad, and the Fitchburg Railroad (Hoosac Tunnel line).

Members of the party returning independently will be required to exchange their east-bound sleeping-car coupons at the station ticket-offices, either at the Chicago & Grand Trunk Crossing, Blue Island, or the new Dearborn station (Polk street and Fourth avenue), Chicago; or at the city office of the Chicago & Grand Trunk Railroad,

103 South Clark street, Chicago, E. H. Hughes, agent, to whom all applications in advance for sleeping-car berths should be addressed. In order to avail themselves of the stop at Niagara Falls, passengers can leave Chicago by the "Limited Express" at 3.25 P. M., and remain over at Niagara Falls until afternoon. The regular express trains leave Chicago at 3.25 and 8.15 P. M. Niagara Falls is the only point east of Chicago where any "stop-over" privileges can be allowed.

Niagara Falls.

The party will arrive at Niagara Falls at 8.53 A. M. (Eastern standard time). The forenoon can be spent in an inspection of the great cataract and the other attractions of the place, the time being ample for a round of all the chief points of interest. The hotels are in proximity to Prospect Park, the Rapids, and the entrance to Goat Island, and also near the upper suspension bridge that leads across to the Canada shore just below the falls. The train will leave Niagara Falls, *via* the West Shore Railroad, from the station of the New York Central & Hudson River line, at 4.48 P. M., and, continuing over the Fitchburg road, will reach Boston at 9.50 A. M. Friday, July 12.

Price of Tickets.

The price of tickets for the excursion, as described in the foregoing pages, will be FIVE HUNDRED AND FORTY-FIVE DOLLARS. This sum will cover first-class travel over all railway and steamer routes going and returning, with double berths in Pullman sleeping-cars; all stage rides to and throughout the Yellowstone National Park; hotel accommodations according to the itinerary, for the period of the regular tour (seventy-two days), with sojourns in Kansas City, Pasadena, San Diego, Los Angeles, Santa Barbara, San Francisco, San Rafael, Santa Cruz, Monterey, Portland,

Victoria, Tacoma, the Yellowstone National Park, Minneapolis, St. Paul, etc.; meals while traveling, in dining-cars, at hotels, dining-stations, or on steamers *en route*; omnibus or carriage transfers from railway stations to hotels, and *vice versa*, wherever the same may be needed (Kansas City, Pasadena, San Diego, Los Angeles, Santa Barbara, San Rafael, Santa Cruz, Monterey, San Francisco, Portland, Victoria, Tacoma, Minneapolis, and St. Paul); special carriage rides in Riverside, Pasadena, Santa Barbara, Monterey, San Francisco, Portland, Victoria, and St. Paul; all expenses for transportation, transfer and care of baggage (to the extent of 150 pounds for each person, all excess of that amount to be liable to excess charges at regular transportation rates), and the services of the conductors — in short, EVERY NEEDED EXPENSE of the entire round trip, from Boston back to Boston.

Price for children between the ages of five and twelve years, FOUR HUNDRED AND SIXTY-TWO DOLLARS. This includes a separate sleeping-berth throughout the entire journey, the same as for an adult. Where no separate berth is required, except on the Denver & Rio Grande Railway (narrow gauge), the price for children between the ages of five and twelve years will be FOUR HUNDRED AND TEN DOLLARS.

Price of tickets for the Yosemite valley trip, THIRTY-FIVE DOLLARS, in addition to cost of ticket for the regular excursion. (See pages following itinerary and distance table.)

EXTRA SLEEPING-CAR ACCOMMODATIONS. — Members of the excursion party who desire extra sleeping-car accommodations can secure the same at regular through rates, notwithstanding the frequent halts during the journey. The rates for additional accommodations on the outward trip, from Boston to Pasadena or Los Angeles, are given below. The engagement of drawing-rooms or extra berths for the journey beyond Los Angeles, and homeward from San Francisco, should be made through the conduc-

tor of the party, or at our offices in California. Each sleeping-car in our outward vested train contains twelve sections, in each of which only two adult passengers will be placed. There are in each car, also, two drawing-rooms, designated for convenience A and B. Drawing-room A has a wash-bowl with running water. Drawing-room B also has a wash-bowl with running water, and in addition has a private toilet-room.

The cost of an extra double berth (giving an entire section to one person), for the journey between Boston and Pasadena or Los Angeles, is \$25. Drawing-room A for one occupant, \$45; for two occupants, \$30 — \$15 each; for three occupants, entire extra charge, \$5. Drawing-room B for one occupant, \$55; for two occupants, \$42 — \$21 for each passenger; for three occupants, entire extra charge, \$17.

The charges for extra sleeping-car accommodations between Los Angeles (or Santa Barbara) and San Francisco are as follows: — Extra double berth, \$2.50; drawing-room for one occupant, \$6.50; drawing-room for two occupants, \$4, or \$2 each; drawing-room for three occupants, entire extra charge, \$1.50.

The cost of an extra double berth from San Francisco to Boston is \$28; drawing-room for one occupant, \$76; drawing-room for two occupants, \$48 — \$24 for each passenger; drawing-room for three occupants, entire extra charge, \$20. The side trip from Portland to Dalles City, with sleeping-car accommodations for one night, is included in these rates.

Upon the narrow-gauge lines (in Colorado) Pullman palace cars are used, but they are necessarily somewhat smaller than the cars run upon standard-gauge roads. The narrow-gauge Pullman sleeping-cars contain no drawing-rooms, and the occupants of a drawing-room in the standard-gauge cars will be entitled to accommodations on the narrow-gauge lines as follows: For two or three occupants of drawing-room, two whole sections (four berths); for one occupant, one whole section (two berths).

ITINERARY.

THURSDAY, May 2. *First Day.*—Leave Boston from the Fitchburg Railroad station, Causeway street, at 8.30 A. M., and proceed westward by the Hoosac Tunnel line. The transcontinental journey will be made in a special train of elegant vestibuled Pullman palace cars, inclusive of palace dining-car. On arrival at the station members of the party should check their baggage to Kansas City. The checks will be taken up by the baggage master of the party, who will attend to the delivery, collection, and transportation of the baggage during the trip. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. From Rotterdam Junction westward on West Shore Railroad.

FRIDAY, May 3. *Second Day.*—From Suspension Bridge westward on Great Western Division of Grand Trunk Railway; from Port Huron westward on Chicago & Grand Trunk Railway; and from Blue Island Junction westward on Chicago, Rock Island & Pacific Railroad.

NOTE.—Railroad time changes at Port Huron, Mich., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian—one hour slower.

SATURDAY, May 4. *Third Day.*—Arrive in Kansas City 4.30 P. M.; omnibus transfer from the Union station to the Coates House, or to The Midland, Messrs. Howe & Hill, proprietors.

SUNDAY, May 5. *Fourth Day.*—In Kansas City.

MONDAY, May 6. *Fifth Day.*—Omnibus transfer to the Union station, and leave Kansas City at 11.00 A. M. by special train on the Atchison, Topeka & Santa Fe Railroad, *en route* through Eastern Kansas.

TUESDAY, May 7. *Sixth Day.*—Arrive at Pueblo, Col., 8.00 A. M.; leave Pueblo 12.00 M. *via* Denver & Rio Grande Railway; arrive at Colorado Springs 2.00 P. M. and at Manitou Springs 2.30 P. M.; omnibus transfer to the Cliff House, E. E. Nichols, proprietor, and the Barker House, C. W. Barker, proprietor. Both hotels are situated in proximity to the leading springs and the large bathing-establishment. Carriage ride, visiting the famed Garden of the Gods, etc.

WEDNESDAY, May 8. *Seventh Day.*— At Manitou Springs. Leave Manitou Springs, *via* Denver & Rio Grande Railway, at 4.00 P. M. and Colorado Springs 7.00 P. M.; arrive at Pueblo 9.00 P. M., the cars being placed upon a side track at that point.

THURSDAY, May 9. *Eighth Day.*— Leave Pueblo 8.00 A. M. for a side trip through the famous Royal Gorge and the Grand Cañon of the Arkansas; arrive at Cañon City 10.00 A. M. and the Royal Gorge at 10.30 A. M.; proceed through as far as Parkdale, and then return through the Gorge to Cañon City and Pueblo, arriving at the latter point 4.00 P. M.; leave Pueblo 4.15 P. M. for a side trip to the Veta Pass and the Toltec Gorge; arrive at Cuchara Junction 7.00 P. M.; transfer at that point to narrow-gauge sleeping-cars for the trip over the Veta Pass and the Toltec Gorge; arrive at Alamosa in the night.

FRIDAY, May 10. *Ninth Day.*— Breakfast at the Victoria House, Alamosa; leave Alamosa 7.00 A. M.; arrive at Toltec Gorge 10.30 A. M.; leave Toltec Gorge 11.30 A. M.; arrive at Alamosa 2.30 P. M.; dinner at the Victoria House; leave Alamosa 3.30 P. M. and recross the Veta Pass, arriving at the pass 5.40 P. M., La Veta 7.00 P. M., and Cuchara Junction 8.00 P. M.; transfer to train of standard-gauge sleeping-cars at the latter point, and proceed southward to El Moro, and thence over main line of Atchison, Topeka & Santa Fe Railroad.

SATURDAY, May 11.— *Tenth Day.*— Arrive at Las Vegas, N. M., 7.00 A. M.; thence over Hot Springs Branch to Las Vegas Hot Springs, arriving there at 8.30 A. M.; leave Las Vegas Hot Springs 1.00 P. M. and Las Vegas 2.00 P. M.; cross the Glorieta Pass by daylight; from Lamy Junction over Santa Fe branch to Santa Fe, arriving there about 7.00 P. M. The cars will be placed upon a side track at Santa Fe.

SUNDAY, May 12. *Eleventh Day.*— At Santa Fe.

MONDAY, May 13. *Twelfth Day.*— Leave Santa Fe 1.00 A. M., proceeding to Lamy, and thence southward on the main line of the Atchison, Topeka & Santa Fe Railroad; arrive at Albuquerque 5.00 A. M.; leave Albuquerque 7.00 A. M. *via* Atlantic & Pacific Railroad (a part of the Santa Fe system). *En route* westward through New Mexico and Eastern Arizona, passing the native *pueblos* of Isleta and Laguna, and crossing the Continental divide by daylight.

TUESDAY, May 14. *Thirteenth Day.*— On the Atlantic & Pacific Railroad *en route* westward through Arizona and California.

WEDNESDAY, May 15. *Fourteenth Day*.—From Barstow southward on the California Southern Railroad. Arrive at San Bernadino 8.00 A. M. and at Pasadena 11.00 A. M.; omnibus transfer to The Painter, Painter Brothers, proprietors.

THURSDAY, May 16. *Fifteenth Day*.—At Pasadena. Carriage ride, visiting the most picturesque sections of Pasadena, including The Raymond Hill, Orange Grove avenue, Colorado street, etc., and also Sierra Madre Villa.

FRIDAY, May 17. *Sixteenth Day*.—At Pasadena.

SATURDAY, May 18. *Seventeenth Day*.—At Pasadena. Omnibus transfer to the station of the California Central Railroad, and leave Pasadena 8.36 A. M.; arrive at San Bernadino 10.30 A. M., and thence to Riverside, arriving there at 11.20 A. M.; carriage ride, visiting the principal points of interest, including the beautiful Magnolia avenue; lunch at The Glenwood, Frank A. Miller, proprietor, and F. W. Richardson, manager; leave Riverside 3.00 P. M., and proceed, *via* East Riverside, over the California Southern Railroad to San Diego; arrive at San Diego 9.10 P. M.; omnibus transfer to the Hotel del Coronado, E. S. Babcock, Jr., manager.

SUNDAY, May 19. *Eighteenth Day*.—At Hotel del Coronado, Coronado Beach, San Diego.

MONDAY, May 20. *Nineteenth Day*.—At Hotel del Coronado, Coronado Beach, San Diego.

TUESDAY, May 21. *Twentieth Day*.—At Hotel del Coronado, Coronado Beach, San Diego.

WEDNESDAY, May 22. *Twenty-first Day*.—Leave Hotel del Coronado 7.15 A. M. (omnibus transfer to the station) and San Diego 8.05 A. M.; from Oceanside northward *via* new Coast Division of California Central Railway; arrive in Los Angeles 12.50 P. M.; omnibus transfer to the Hotel Nadeau, Chase & Maynes, proprietors, and Joseph Schreiber, Jr., manager.

THURSDAY, May 23. *Twenty-second Day*.—In Los Angeles.

FRIDAY, May 24. *Twenty-third Day*.—Omnibus transfer from the Hotel Nadeau to the Southern Pacific Company's station, and leave Los Angeles, *via* Southern Pacific Company's main line, 9.30 A. M.; from Saugus over the new Santa Barbara line; arrive at Santa Barbara (Victoria street station) 3.10 P. M.; omnibus transfer to The Arlington, C. C. Wheeler, manager; carriage ride, with visits to the most interesting parts of the city and its surroundings.

SATURDAY, May 25. *Twenty-fourth Day*.— At Santa Barbara.

SUNDAY, May 26. *Twenty-fifth Day*.— At Santa Barbara.

MONDAY, May 27. *Twenty-sixth Day*.— At Santa Barbara.

TUESDAY, May 28. *Twenty-seventh Day*.— At Santa Barbara. Omnibus transfer to the Victoria street station, and leave Santa Barbara 10.30 A. M. *via* Southern Pacific Company's Railway line.

NOTE.— The parties for the Yosemite valley will be made up during the stay at Santa Barbara, to leave on different days.

WEDNESDAY, May 29. *Twenty-eighth Day*.— Arrive at Oakland Pier 11.45 A. M. and in San Francisco by ferry 12.15 P. M.; transfer from the Oakland ferry, foot of Market street, in the coaches of the United Carriage Company to the Palace Hotel, C. H. Livingston, manager.

NOTE.— The Yosemite valley passengers will reach Berenda (on this and preceding dates) at 4.42 A. M. and Raymond (by branch railway line from Berenda) at 7.00 A. M. The stage journey begins at Raymond.

THURSDAY, May 30. *Twenty-ninth Day*.— In San Francisco. The members of the party will have a carriage ride while at San Francisco, the route being to Golden Gate Park, and thence to the Cliff House, returning *via* Point Lobos road, which overlooks the Presidio, with Fort Point and the Golden Gate in the distance. This ride may be taken on any day of the stay in San Francisco.

FRIDAY, May 31. *Thirtieth Day*.— In San Francisco.

SATURDAY, June 1. *Thirty-first Day*.— In San Francisco.

SUNDAY, June 2. *Thirty-second Day*.— In San Francisco.

MONDAY, June 3. *Thirty-third Day*.— In San Francisco. Transfer in coaches of the United Carriage Company from the Palace Hotel to the Tiburon ferry, foot of Market street, and at 11.30 A. M. leave San Francisco by San Francisco & North Pacific Railroad line; leave Tiburon by rail at 12.00 M.; arrive at San Rafael 12.30 P. M.; carriage transfer from the station to the Hotel Rafael, W. E. Zander, manager.

TUESDAY, June 4. *Thirty-fourth Day*.— At San Rafael.

WEDNESDAY, June 5. *Thirty-fifth Day*.—At San Rafael. Carriage transfer from the Hotel Rafael to the station of the San Francisco & North Pacific Railroad, and leave San Rafael by rail at 12.45 P. M. and Tiburon by ferry at 1.10 P. M.; arrive at San Francisco 1.45 P. M.; leave San Francisco by Alameda ferry (foot of Market street) at 2.15 P. M. *via* Southern Pacific Company's narrow-gauge line (South Pacific Coast Railway); by ferry to Alameda, and leave there by rail at 2.30 P. M.; arrive at Santa Cruz about 6.30 P. M., after visiting the "Big Trees," six miles from Santa Cruz; carriage transfer to the Peakes House, J. B. Peakes, proprietor, the Pope House, E. J. Swift, proprietor, or the Pacific Ocean House, E. J. Swift, proprietor.

THURSDAY, June 6. *Thirty-sixth Day*.—At Santa Cruz. Carriage ride, visiting the beach, cliff, etc.; leave Santa Cruz by Southern Pacific Company's broad-gauge railway 4.50 P. M.; arrive at Monterey 7.06 P. M.; to Hotel del Monte, Georg Schönewald, manager.

FRIDAY, June 7. *Thirty-seventh Day*.—At Hotel del Monte, Monterey. Carriage ride, with visits to various points of interest in the vicinity, including the old town, Pacific Grove Retreat, Moss Beach, Cypress Point, Pebble Beach, etc.

SATURDAY, June 8. *Thirty-eighth Day*.—At Hotel del Monte, Monterey.

SUNDAY, June 9. *Thirty-ninth Day*.—At Hotel del Monte, Monterey.

MONDAY, June 10. *Fortieth Day*.—At Hotel del Monte, Monterey. Carriage transfer to the station, and at 2.05 P. M. leave Monterey *via* Southern Pacific Company's Railway line, Northern Division; arrive at San Francisco 6.40 P. M.; transfer by the United Carriage Company from the station at Fourth and Townsend streets to the Palace Hotel.

TUESDAY, June 11. *Forty-first Day*.—In San Francisco.

WEDNESDAY, June 12. *Forty-second Day*.—In San Francisco. Transfer in the coaches of the United Carriage Company from the Palace Hotel to the Oakland ferry, and leave San Francisco at 2.00 P. M. *via* Southern Pacific Company's Oregon line (the "Mount Shasta route"); from Oakland Pier at 3.00 P. M. in Pullman palace cars; arrive at Sacramento 6.30 P. M.; leave Sacramento 10.40 P. M.

THURSDAY, June 13. *Forty-third Day*.—On the Southern Pacific Company's Oregon line *en route* through the upper valley of the Sacramento, through the Mount Shasta region, over the Siskiyou Mountains, and down through the valleys of the Rogue and Umpqua Rivers.

FRIDAY, June 14. *Forty-fourth Day*.—On the Southern Pacific Company's Oregon line *en route* through the valley of the Willamette; arrive at East Portland 9.00 A. M.; leave East Portland 11.10 A. M. *via* Oregon Railway & Navigation Company's main line of railway; arrive at Dalles City 3.35 P. M.; remain on the cars over night, the train being placed upon a side track at Dalles City.

SATURDAY, June 15. *Forty-fifth Day*.—Leave Dalles City on one of the steamers of the Oregon Railway & Navigation Company at 7.00 A. M. for a trip down the Columbia River; arrive at the Upper Cascades 11.30 A. M.; transfer by narrow-gauge railway to the Lower Cascades (six miles), and leave there at 1.15 P. M. by steamer; dinner on board the boat; arrive at Portland 6.00 P. M.

SUNDAY, June 16. *Forty-sixth Day*.—In Portland.

MONDAY, June 17. *Forty-seventh Day*.—In Portland. Carriage ride through the business and finest residence portions of the city, and also to the park, which affords a grand view of the river and the mountains.

TUESDAY, June 18. *Forty-eighth Day*.—In Portland. Omnibus transfer from the hotel to the station of the Northern Pacific Railroad, corner of Front and G streets, and leave Portland on Pacific Division of said line at 11.05 A. M.; dinner on board the ferry-boat "Tacoma" while crossing the Columbia River; arrive at Tacoma (Pacific avenue station) 6.20 P. M.; omnibus transfer to The Tacoma, W. D. Tyler, manager.

WEDNESDAY, June 19. *Forty-ninth Day*.—Omnibus transfer from The Tacoma to the steamboat wharf, and at 8.30 A. M. leave Tacoma on one of the fine steamers of the Oregon Railway & Navigation Company; dinner on board the steamer; arrive at Victoria, B. C., 5.30 P. M.; omnibus transfer from the wharf to the Clarence Hotel, W. C. Anderson, proprietor.

THURSDAY, June 20. *Fiftieth Day*.—At Victoria. Carriage ride, visiting various parts of the city, including Beacon Hill, Government House, the Government buildings, etc., and also Esquimalt (the British naval station) and the Gorge; go on board Oregon Railway & Navigation Company's steamer in the evening; carriage transfer from the hotel to the wharf.

FRIDAY, June 21. *Fifty-first Day*.—Leave Victoria by steamer of Oregon Railway & Navigation Company 5.00 A. M.; meals on board the boat; arrive at Port Townsend 8.00 A. M.; leave Port Townsend 9.00 A. M.; arrive at Seattle 12.15 P. M.; leave Seattle 3.30 P. M.; arrive in Tacoma 5.30 P. M.; omnibus transfer from the steamer wharf to The Tacoma.

SATURDAY, June 22. *Fifty-second Day.*— At Tacoma.

SUNDAY, June 23. *Fifty-third Day.*— At Tacoma.

MONDAY, June 24. *Fifty-fourth Day.*— At Tacoma.

TUESDAY, June 25. *Fifty-fifth Day.*— Omnibus transfer from The Tacoma to the station of the Northern Pacific Railroad, and at 10.00 A. M. leave Tacoma on said line in Pullman palace cars; the train will pass over the picturesque Cascade Division by daylight.

NOTE.— During the journeys over the Northern Pacific Railroad, meals will be furnished in the elegant dining-cars run by the railroad company.

WEDNESDAY, June 26. *Fifty-sixth Day.*— On Northern Pacific Railroad *en route* through Washington, Idaho, and Montana Territories.

THURSDAY, June 27. *Fifty-seventh Day.*— Arrive at Livingston, Mon., 5.00 A. M., and remain on the sleeping-cars undisturbed until morning; breakfast at the Albemarle Hotel; leave Livingston at 9.30 A. M. *via* the National Park Branch of the Northern Pacific Railroad; arrive at Cinnabar 12.30 P. M.; leave Cinnabar by George W. Wakefield's stage line at 12.45 P. M.; arrive at Mammoth Hot Springs Hotel 2.00 P. M.

NOTE.— The hotels in the Yellowstone National Park are under the supervision and management of Mr. E. C. Waters.

FRIDAY, June 28. *Fifty-eighth Day.*— Leave Mammoth Hot Springs in George W. Wakefield's stages at 8.00 A. M., for the tour through the park; arrive at Norris Geyser Basin 12.30 P. M.; dinner there; leave Norris Geyser Basin 1.30 P. M., passing near the principal geysers in this basin, including the Mud Geyser and the "Monarch," and later near the Gibbon "Paint Pots" and the Gibbon Falls; arrive at the Lower Geyser Basin Hotel 6.30 P. M.

SATURDAY, June 29. *Fifty-ninth Day.*— Leave Lower Geyser Basin at 8.30 A. M., and visit the "Fountain" Geyser, the "Mammoth Paint Pots," etc., then continuing to the Midway Geyser Basin, where the "Excelsior" Geyser (which plays every hour), "Hell's Half Acre," "Turquoise" Spring, and "Prismatic" Lake are situated; arrive at the Upper Geyser Basin Hotel 11.00 A. M. The hotel is situated near "Old Faithful," the "Bee Hive," "Giantess," "Castle," and others of the great geysers.

SUNDAY, June 30. *Sixtieth Day.*— At Upper Geyser Basin.

MONDAY, July 1. *Sixty-first Day*.—Leave Upper Geyser Basin 8.00 A. M.; arrive at Norris Geyser Basin 1.00 P. M.; dinner there; leave Norris Geyser Basin 2.00 P. M.; arrive at Grand Cañon Hotel 4.00 P. M.

TUESDAY, July 2. *Sixty-second Day*.—At the Grand Cañon of the Yellowstone.

WEDNESDAY, July 3. *Sixty-third Day*.—Leave Grand Cañon Hotel 10.30 A. M.; arrive at Norris Geyser Basin 12.30 P. M.; dinner there; leave Norris Geyser Basin 1.30 P. M.; arrive at Mammoth Hot Springs Hotel 5.00 P. M.

THURSDAY, July 4. *Sixty-fourth Day*.—Leave Mammoth Hot Springs 2.00 P. M.; arrive at Cinnabar 3.15 P. M.; leave Cinnabar, *via* National Park Branch of the Northern Pacific Railroad, 3.45 P. M.; arrive at Livingston 6.45 P. M.; supper at Albemarle Hotel; remain on the cars at night.

NOTE.—In case it is deemed advisable to divide the party for the round of travel through the park, one division will reverse the foregoing itinerary, passing Sunday at the Yellowstone Cañon.

FRIDAY, July 5. *Sixty-fifth Day*.—Leave Livingston 2.30 A. M., *via* Northern Pacific Railroad, and proceed eastward through Montana and Dakota.

SATURDAY, July 6. *Sixty-sixth Day*.—On the Northern Pacific Railroad *en route* through Dakota and Minnesota. Arrive at Minneapolis 4.35 P. M.; omnibus transfer from the Union station to the West Hotel, John T. West, proprietor, and C. W. Shepherd, manager.

SUNDAY, July 7. *Sixty-seventh Day*.—In Minneapolis.

MONDAY, July 8. *Sixty-eighth Day*.—Excursion from Minneapolis to Lake Minnetonka *via* Minneapolis & St. Louis Railway; leave Minneapolis 9.35 A. M.; arrive at Lake Park 10.35 A. M.; trip by steamer on the lake, returning to Lake Park Hotel for lunch; leave Lake Park 4.47 P. M.; arrive at St. Paul 6.35 P. M.; omnibus transfer from the Union station to the Hotel Ryan, D. McClasky, proprietor, and C. W. McIntyre, manager.

TUESDAY, July 9. *Sixty-ninth Day*.—In St. Paul. Carriage ride, with visits to the finest business and residence sections of the city, the Capitol, Summit avenue, the Observatory (midway between St. Paul and Minneapolis, and affording a view of both cities), Fort Snelling, etc.; omnibus transfer from the hotel to the Minneapolis & St. Louis Railway station, and at 6.25 P. M. leave St. Paul *via* the Albert Lea route.

WEDNESDAY, July 10. *Seventieth Day*.—Through Iowa and Illinois on Chicago, Rock Island & Pacific Railway (Albert Lea route). Breakfast and dinner on dining-car; arrive at Blue Island Junction about 1.30 P. M.; transfer to Chicago & Grand Trunk Railway, and thence eastward on that road; supper on dining-car. Persons desiring to go through to Chicago can do so, the train arriving in that city at 2.30 P. M.

NOTE.—Members of the party who return independently from Chicago eastward will be required to exchange their east-bound sleeping-car coupons at the station ticket-offices of the Chicago & Grand Trunk Railway, either at Chicago & Grand Trunk Railway Crossing, Blue Island, or the new Dearborn station (Polk street and Fourth avenue), Chicago, or at the city ticket-office of the Chicago & Grand Trunk Railway, 103 South Clark street, Chicago, E. H. Hughes, agent, to whom all applications in advance for sleeping-berths should be addressed. The regular trains leave Chicago at 3.25 P. M. and 8.15 P. M. Persons desirous of availing themselves of the "stop-over" privilege at Niagara Falls (the only point east of Chicago where "stop-offs" are permitted) can take the train leaving Chicago at 3.25 P. M., and, arriving at Niagara Falls the next morning, await there the departure of the afternoon train. Attention is also called to the fact that persons returning independently must exchange their sleeping-car coupons at other points than Chicago or Blue Island; viz. San Francisco, Portland, Tacoma, and St. Paul or Minneapolis.

THURSDAY, July 11. *Seventy-first Day*.—From Port Huron eastward on Great Western Division of Grand Trunk Railway; arrive at Clifton, Ont., 8.20 A. M.; breakfast at station dining-rooms; arrive at Niagara Falls, N. Y., 8.53 A. M.; omnibus transfer to the Cataract House, Whitney & Jerauld, proprietors, or the International Hotel, A. H. Gluck, manager; dinner at Niagara Falls; leave Niagara Falls, *via* West Shore Railroad, from the station of the New York Central & Hudson River Railroad, 4.48 P. M.; arrive in Buffalo 5.40 P. M.; supper at the station dining-rooms, Johnson Brothers, proprietors; leave Buffalo 6.20 P. M.

FRIDAY, July 12. *Seventy-second Day*.—From Rotterdam Junction eastward on Fitchburg Railroad; breakfast at the station dining-rooms, Athol, Mass., W. E. Wood, proprietor; arrive in Boston (Fitchburg station, Causeway street) 9.50 A. M.

The return tickets from San Francisco, Tacoma, or Portland will be good on any train until November 2, 1889, so that ample time may be had for a visit to Alaska, or for other side expeditions in the Pacific Northwest or on the route homeward.

Persons remaining in San Francisco beyond the date of the return of the party should apply, before leaving for the East, to our agent, Clinton Jones, No. 36 Montgomery street, San Francisco. Mr. Jones will give all information and render all assistance needed in connection with the signing of the excursion ticket, securing sleeping-berths, etc. Persons returning independently can also apply for information or assistance to our Pacific Northwest agent, Charles Kennedy, No. 3 Washington street, Portland, Or.

Table of Distances.

	Miles.
From Boston to Rotterdam Junction, N. Y., Fitchburg Railroad.....	212
“ Rotterdam Junction to Suspension Bridge, West Shore Railroad.....	296
“ Suspension Bridge to Port Huron, Mich., Great Western Division of the Grand Trunk Railway	181
“ Port Huron, Mich., to Blue Island Junction, Chicago & Grand Trunk Railway.....	315
“ Blue Island Junction to Kansas City, Mo., Chicago, Rock Island & Pacific Railway.....	505
“ Kansas City, Mo., to South Pueblo, Col., Atchison, Topeka & Santa Fe Railroad.....	635
“ South Pueblo to Manitou Springs and return (102 miles), South Pueblo to Osier and return to Cuchara Junction (345 miles), and Cuchara Junction to El Moro, Col. (37 miles), all on Denver & Rio Grande Railway.....	484
“ El Moro to Las Vegas, N. M. (138 miles), Las Vegas to Las Vegas Hot Springs and return (12 miles), Las Vegas to Santa Fe, N. M. (83 miles), and Santa Fe to Albuquerque, N. M. (85 miles), all on Atchison, Topeka & Santa Fe Railroad	318

Distances carried forward 2,946

Miles.

Distances brought forward.....	2,946
From Albuquerque to Barstow, Cal., Atlantic & Pacific Railroad.....	744
“ Barstow to San Bernadino, California Southern Railroad.....	81
“ San Bernadino to Pasadena, California Central Railway.....	51
“ Pasadena to San Bernadino, California Central Railway.....	51
“ San Bernadino to East Riverside, California Southern Railroad.....	6
“ East Riverside to Riverside and return, California Central Railway.....	7
“ East Riverside to San Diego, California Southern Railroad.....	118
“ San Diego to Los Angeles Junction, California Southern Railroad.....	44
“ Los Angeles Junction to Los Angeles, California Central Railway.....	83
“ Los Angeles to Santa Barbara, Southern Pacific Company's Railway.....	112
“ Santa Barbara to San Francisco, Southern Pacific Company's Railway.....	529
“ San Francisco to San Rafael and return, San Francisco & North Pacific Railroad.....	30
“ San Francisco to Santa Cruz, South Pacific Coast Railway.....	80
“ Santa Cruz to Monterey (47 miles), and Monterey to San Francisco (125 miles), Southern Pacific Company's Railway, Northern Division	172
“ San Francisco to Portland, Southern Pacific Company's Mount Shasta route.....	739
“ Portland to The Dalles, Or., Oregon Railway & Navigation Company's Railway.....	88
“ The Dalles to Upper Cascades, steamer of the Oregon Railway & Navigation Company's River line.....	45
“ Upper Cascades to Lower Cascades, Portage Railway.....	6
“ Lower Cascades to Portland, steamer of the Oregon Railway & Navigation Company's River line.....	62
“ Portland to Tacoma, W. Ter., Pacific Division, Northern Pacific Railroad.....	145
“ Tacoma to Seattle, W. Ter., thence to Victoria, B. C., and return to Tacoma, Oregon Railway & Navigation Company's Puget Sound line of steamers.....	220
“ Tacoma to Livingston, Northern Pacific Railroad (main line).....	904

Distances carried forward..... 7,263

	Miles.
Distances brought forward.....	7,263
From Livingston to Cinnabar, Yellowstone Park Branch of Northern Pacific Railroad.....	58
" Cinnabar to Mammoth Hot Springs, stage.....	7
" Mammoth Hot Springs to Norris Geyser Basin, stage.....	18
" Norris Geyser Basin to Lower Geyser Basin, stage.....	22
" Lower Geyser Basin to Upper Geyser Basin, stage.....	10
" Upper Geyser Basin to Grand Cañon of the Yellowstone, stage.....	41
" Grand Cañon of the Yellowstone to Mammoth Hot Springs, stage.....	29
" Mammoth Hot Springs to Cinnabar, stage.....	7
" Cinnabar to Livingston, Yellowstone Park Branch of Northern Pacific Railroad.....	58
" Livingston to Minneapolis, Northern Pacific Railroad (main line).....	1,021
" Minneapolis to Lake Park and returning to St. Paul, Minneapolis & St. Louis Railway.....	51
" Lake Park to Upper Lake, and return by steamer.....	20
" Minneapolis to Albert Lea, Minn., Minneapolis & St. Louis Railway.....	108
" Albert Lea to West Liberty, Ia., Burlington, Cedar Rapids & Northern Railway.....	191
" West Liberty to Chicago & Grand Trunk Crossing, Blue Island, Ill. (205 miles), or from same point to Chicago (222 miles), Chicago, Rock Island & Pacific Railway (main line).....	222
" Chicago & Grand Trunk Crossing, Blue Island, to Fort Gratiot, Mich. (316 miles), or from Chicago to same point (335 miles), Chicago & Grand Trunk Railway.....	335
" Point Edward to Suspension Bridge, Great Western Division of Grand Trunk Railway.....	185
" Suspension Bridge to Rotterdam Junction, N. Y., West Shore Railroad.....	296
" Rotterdam Junction to Boston, Fitchburg Railroad.....	212
Total	10,136

It will be observed that none of the incidental carriage drives nor the side trip to the Yosemite valley are included in the above enumeration, only the regular journeys by railway, steamer, and stage being taken into consideration.

In the course of the tour the excursionists will pass through the following States

and Territories: *States*—Massachusetts, Vermont, New York, Michigan, Indiana, Illinois, Iowa, Missouri, Kansas, Colorado, California, Oregon, and Minnesota (13); *Territories*—New Mexico, Arizona, Washington, Idaho, Montana, and Dakota (6); and also the provinces of Ontario and British Columbia in the Dominion of Canada.

The Excursion to the Big Tree Groves and the Yosemite Valley.

It has been deemed advisable to make the visit to the Yosemite valley and the Big Trees a side or supplementary trip, at a slight additional expense, the same as in previous years, rather than to include it in the regular round. This course is taken in order that every person may exercise his or her own preference in the matter, not only in reference to making the trip, but also in regard to the time to be occupied in connection therewith. Special and very advantageous arrangements have been made for the accommodation of the members of our parties, and the expense of the trip will be comparatively light. The stage transportation will be furnished by the Yosemite Valley Stage & Turnpike Company. No horseback riding is now required to reach either the Yosemite valley or the Mariposa Groves of Big Trees; and the construction of a branch railway from Berenda to Raymond, a distance of twenty-two miles, has materially decreased the stage ride. The distance from Raymond to the Wahwonah Hotel, Big Tree Station (formerly known as Clarke's) is only thirty-four miles, and from thence to the valley twenty-six miles.

As it is essential that all arrangements for stage transportation and hotel accommodations shall be made in advance of the arrival of the parties in California, persons desiring to make the trip are requested to purchase their stage tickets for the Yosemite tour when the general excursion tickets are taken, or, at least, before starting out from

Boston. The cost of the ticket, covering railway and stage transportation from Berenda to the Big Trees and Yosemite valley, returning to Berenda, is THIRTY-FIVE DOLLARS. As the trip will be made during some portion of the period allotted to the sojourn at The Arlington or at the Palace Hotel, some of the hotel coupons will remain unused. All such will be redeemed, thus lessening the cost. The sleeping-car ticket (good from Los Angeles to Raymond or San Francisco) will be taken up before Berenda is reached, and cannot be used on a subsequent date. Therefore, Yosemite valley excursionists who desire sleeping-car or drawing-room car places on the return, will be required to pay for the same. Hotel accommodations at Clarke's and in the Yosemite valley, and meals *en route* are also extra; but the excursionists can purchase books of hotel and meal coupons of the stage company's agents, at a reduction from the regular rate. The entire cost of the trip, including transportation, board, meals, excursions in and about the valley, etc., after deducting the value of unused hotel coupons in the regular excursion ticket-book, will be less than \$50.

Other Points to Which Pleasure Trips May be Made.

Persons who remain upon the Pacific Coast beyond the date of the return of the party have ample time before the expiration of their ticket limit to visit the Sandwich Islands, Japan, China, or even Australia. There are steamship lines, with frequent sailings from San Francisco, connecting directly with all those countries. Alaska can easily be visited with an expenditure of time of less than three weeks.

There are many places of interest within a day's reach of San Francisco; and in some instances pleasant jaunts may be taken by rail or steamboat, the excursionists being able to return the same evening.

Among the resorts near San Francisco most easily reached are Saucelito, Oakland,

Alameda, Piedmont, Berkeley, etc. Mount Tamalpais is ascended from San Rafael. The ferries leading to these points are at the foot of Market street.

A trip to the Geysers, in Sonoma county, will occupy two days. There are two routes,—one *via* Cloverdale and the other *via* Calistoga,—and the best way is to go by the former and return by the latter. Information regarding this and other trips may be gained at the Tourist Office, No. 613 Market street.


Camp Taylor, Duncan's Mills, and Ingram's (in the redwood forests) are reached by the North Pacific Coast Railroad. This road connects with the Saucelito ferry, foot of Market street.

A delightful stage trip can be taken from San Jose to Mount Hamilton (where the Lick Observatory is situated) and return. The price of tickets to members of our excursion parties for the round trip by the Mount Hamilton Stage Company's line is \$4. The distance from San Jose to the summit of the mountain is twenty-six miles.

As the accommodations to be furnished on certain parts of the route are limited, the party will necessarily be restricted in numbers. Persons desirous of becoming members of the excursion party are earnestly requested to enroll their names at as early a date as possible. Tickets must be taken on or before Saturday, April 27.

W. RAYMOND.

I. A. WHITCOMB.

 Tickets for the excursion, additional copies of this circular, and all needed information can be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

NEW YORK OFFICE,
NO. 257 BROADWAY,
J. M. JENKINS, Agent.

PHILADELPHIA OFFICE,
111 SOUTH NINTH STREET, under Continental Hotel,
RAYMOND & WHITCOMB.

London Office, 142 Strand, W. C.
HENRY CAZE & SON,
European Agents for Raymond's American Excursions.

OFFICES ON THE PACIFIC COAST.

CHARLES C. HARDING, General Agent, The Raymond, East Pasadena, Cal.

SAN FRANCISCO OFFICE,
36 MONTGOMERY STREET,
RAYMOND & WHITCOMB,
CLINTON JONES, Agent.

LOS ANGELES OFFICE,
110 NORTH SPRING ST.,
RAYMOND & WHITCOMB,
F. W. THOMPSON, Agent.

PORTLAND (Or.) OFFICE,
3 WASHINGTON STREET,
CHARLES KENNEDY, Agent.

Clothing for the Journey.

Although the excursion is to be made in the pleasantest part of the year, and at a time when a mild temperature is likely to prevail, provision should be made to guard against sudden changes. Warm clothing, with light overcoats, shawls, or convenient wraps, which may be brought into service or discarded as required, is an essential part of the outfit. In the outward journey through New Mexico, Arizona, and Southern California, and the homeward one by the Northern Pacific route, the temperature may be warm, and clothing should be provided accordingly, but wraps should always be at hand for evening use in case of necessity. The railway rides through some sections — chiefly across the deserts — may be dusty, and dust is likely to be encountered in journeying about California. This fact should govern, to some extent, the selection of materials for traveling suits, and render “dusters” of special utility. Warm under-clothing should always be worn. However warm the days may be on the Pacific Coast, the evenings and nights are cool. The dryness of the climate, too, renders a high temperature much less to be dreaded than in the East. As to the San Francisco climate, it is worthy of note that the residents of that city are accustomed to wear the same thickness of clothing the year through. The climate in the northern regions we are to visit is delightful in spring and summer.

In the Yosemite trip strong and serviceable clothing and a pair of stout walking-shoes or boots will be best; and these will be useful, of course, in other parts of the excursion, especially in Colorado and the Yellowstone National Park. Visitors to the Yosemite should be content to leave finery behind, and baggage should also be discarded to as great an extent as possible. The same remarks will apply to the Yellowstone National Park, where the traveler should be prepared with clothing which dust cannot injure, good walking-shoes, and wraps for evening wear. There are

few nights within the park, even in midsummer, without frosts. Rubbers or "gum" shoes and waterproof coverings will suggest themselves. A piece of mosquito netting, which can be worn over the face and neck in certain parts of the park, will also be serviceable.

Persons intending to take the Alaska trip should provide themselves with warm clothing, and with such articles of dress as are best fitted for a sea voyage.

Guide Books, etc.

There are numerous guide books of a local character that may be purchased in the principal localities visited, but there is a lack of comprehensive books of this class covering the long transcontinental routes.

All About Pasadena and Its Vicinity, by Charles Frederick Holder, is a new and comprehensive guide book recently published by Lee & Shepard, of Boston. It is sold at \$1 (cloth binding) and 50 cents (paper covers), and will be forwarded by mail from this office on receipt of price.

The most complete and exhaustive work upon California and the Pacific Coast is comprised in Hubert Howe Bancroft's series of volumes now in process of publication by A. L. Bancroft & Co., of San Francisco.

Southern California, by Theodore S. Van Dyke, is a recent and interesting publication.

California of the South, by Walter Lindley, M. D., and J. P. Widney, M. D., is a new work published by D. Appleton & Co., of New York.

The Yosemite Guide Book, by Professor J. D. Whitney, formerly State geologist of California, gives a reliable account of the Yosemite valley and the several groves of Big Trees. A later work of the same kind (1888) is *Yosemite: Where to Go and What to Do*, by Lewis Stornoway.

Hand-book of the Lick Observatory, by Professor Edward S. Holden, is invaluable to persons who visit Mount Hamilton.

Wild Flowers of the Pacific Coast and *Wild Flowers of the Rocky Mountains*, by Emma Homan Thayer, are two superbly illustrated books, published by Cassell & Co., of New York. The illustrations are from water-color paintings executed by Mrs. Thayer, and reproduce with fidelity every shade of color in the originals.

Ramona, by H. H. (the late Helen Hunt Jackson), is a charming story of life among the Mission Indians of Southern California.

Santa Barbara and Around There (published by Roberts Brothers, of Boston) is a dainty description of that charming resort from the pen of that well-known writer Edwards Roberts.

California as It Is and Was. This is an account of a journey from Boston to the Golden State and return, by William H. Thomes, author of *On Land and Sea*, and *Lewey and I*, two books of early adventure on the Pacific Coast. Published by De Wolfe, Fiske & Co., Boston.

California as It Is, published by the San Francisco Call Company, is a pamphlet of 257 pages, containing late statistical and other information relating to the State and its county divisions. It also contains descriptions of all the cities and prominent towns in the State, together with a very good map.

Rand, McNally & Co. have published (1888) a large scale map of Southern California.

Washington Irving's *Astoria* and Lewis and Clark's narrative of their expedition give interesting accounts of the early explorations in the Northwest.

The Great Northwest is a guide book for the use of tourists and travelers over the lines of the Northern Pacific Railroad and other Pacific Northwest routes, published by Riley Brothers, of St. Paul.

The Yellowstone National Park Guide, published by Riley Brothers, contains the latest and most reliable information about the region of which its pages treat.

The Fifth Annual United States Geological Report (for 1871) contains Dr. F. V. Hayden's original account of the Yellowstone Park region; and the subsequent volumes also contain much relating thereto, the fullest and most exhaustive account yet prepared appearing in the most recently published *Report* (the twelfth for 1878). Part II. (503 pages, together with numerous maps) includes interesting contributions by W. H. Holmes on the Geology of the Park, Dr. A. C. Peale on Thermal Springs, and Henry Gannett on the Topography of the Park. Some of the publications of the Northern Pacific Railroad Company intended to attract attention to the park have been prepared with much care; and a map published upon the back of a "folder," detailing *Alice's Adventures in the New Wonderland*, is the best general map attainable.

There are a great number of books of travel relating to the National Park.

A History of the Northern Pacific Railroad, by E. V. Smalley, is an account of this great enterprise from the time of its inception, in 1834, to the opening of the road, in 1883.

In San Francisco choice photographs may be obtained of I. W. Taber & Co., No. 8 Montgomery street. Fine photographic views (large or small size) of California scenery may be obtained of Taber & Co. and at the Watkins Yosemite Art Gallery, under the Palace Hotel.

Jackson's photographic views of scenery in Colorado, New Mexico, Arizona, etc., may be ordered of Chain & Hardy, 1609 to 1615 Arapahoe street, Denver, Col. Catalogues will be sent by them on application.

F. Jay Haynes, of Fargo, Dak, has made a specialty of photographing the geysers

and other wonders of the Yellowstone National Park. His views are sold at Mammoth Hot Springs. Catalogues will be sent from Fargo on application.

Standard Time Divisions.

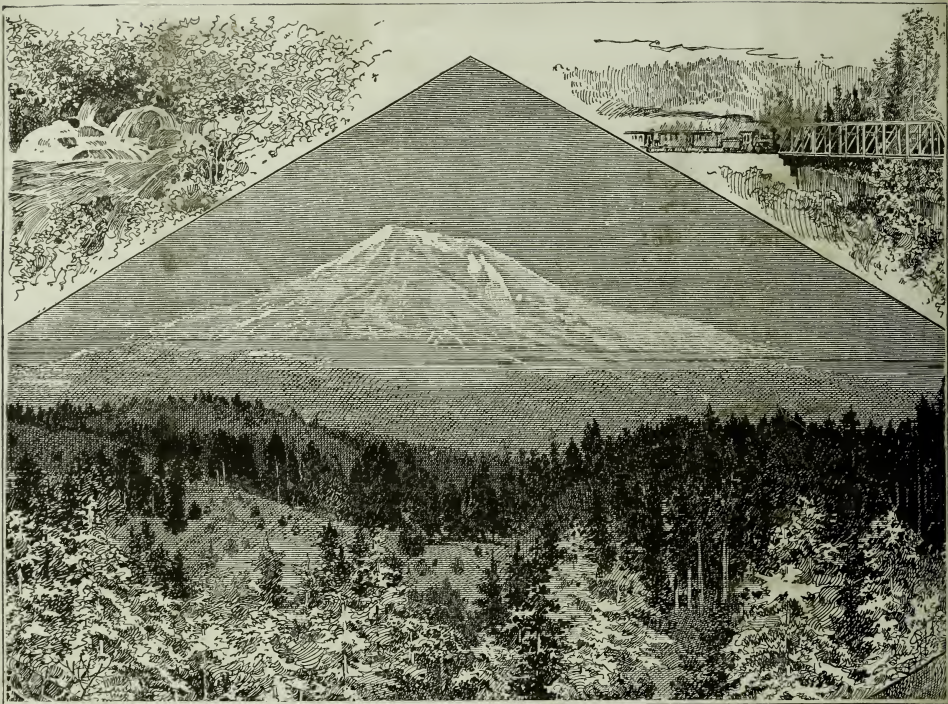
OUTWARD TRIP.— From Boston to Port Huron, Mich., Eastern standard or 75th meridian time; Port Huron to Dodge City, Kan., Central standard or 90th meridian time (one hour slower than Eastern time); from Dodge City west, through Colorado, New Mexico, and Arizona, to Barstow, Cal., Mountain standard or 105th meridian time (two hours slower than Eastern time); thence through California, Oregon, Washington Territory, and British Columbia, Pacific standard or 120th meridian time (three hours slower than Eastern time).

HOMEWARD TRIP.— From Portland to Heron, Mon., Pacific time; from Heron to Mandan, Dak., Mountain time; from Mandan to Port Huron, Central time; from Port Huron to Boston, Eastern time.

Ninth Annual Spring Tour Through Colorado and California.

In addition to the annual excursion to California and the Pacific Northwest, there will be a tour through Colorado and California, with a return over the Denver & Rio Grande route *via* Ogden, Salt Lake City, the Black Cañon of the Gunnison, Marshall Pass, Royal Gorge, Manitou Springs, and Denver. The party will leave Boston, in conjunction with the Pacific Northwest excursionists, Thursday, May 2, in a train of vestibuled Pullman palace cars, inclusive of a Pullman palace dining-car, and the entire tour will occupy fifty-eight days.

Descriptive circulars sent on application.



MOUNT SHASTA, NORTHERN CALIFORNIA.